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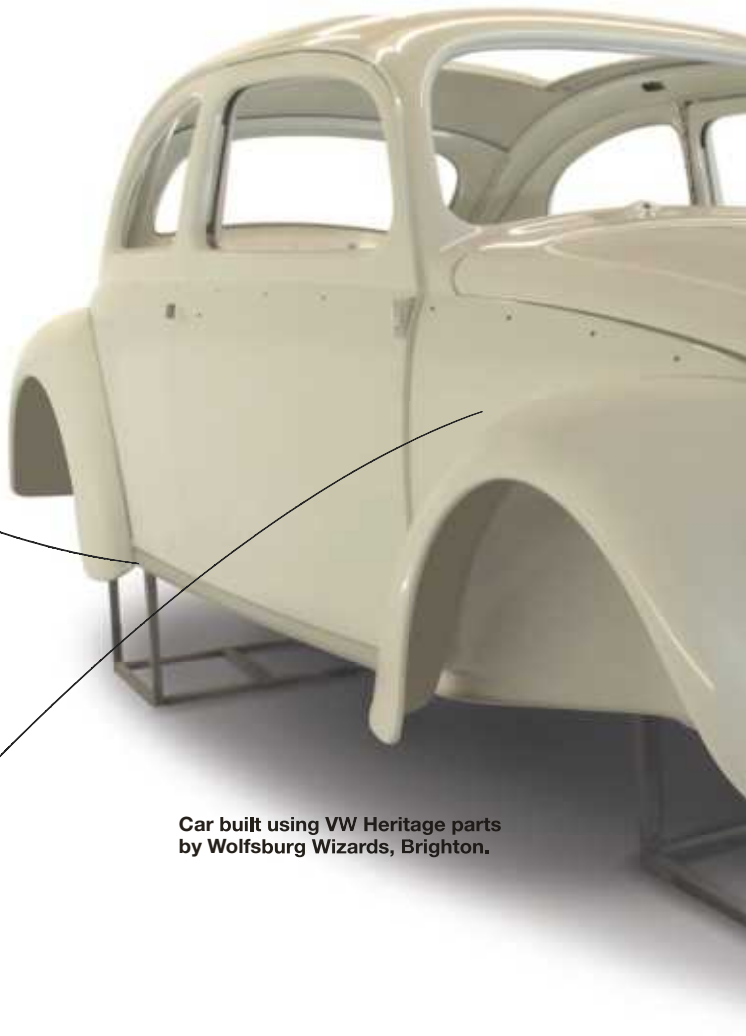

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VOLKS WORLD

Next month

The February 2017 issue of *VolksWorld* goes on sale

Friday 16 December

Don't miss it!

THE EDITOR

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

I met up with an old school friend last week. We both owned Beetles when we were 17 and were members of the Stevenage VW Club. It got me thinking how the whole nature of classic car clubs has changed over the past few decades. Back then it was all very formal. There was an elected committee, monthly meetings in a cold community centre and the chairman wore a tweed jacket and a tie. Members were treated to a full events calendar, which included organised outings, guest speakers and the usual summer pub run mystery tour. It seemed there was always somebody who knew someone who had a contact, who might be able to facilitate a group activity for the club. We had a trip to the police driving school at Hendon, the Thames Barrier and even a walk around the Aston Martin factory at Newport Pagnell. Why they agreed to entertain a bunch of German car enthusiasts still puzzles me.

Stuck in the past? Nah, not really, but I always looked forward to organised club activities

Guest speakers were varied and numerous. There was a talk given by the council's road safety officer, one by a representative from the Institute of Advanced Motorists and doubtless one which covered first aid, and maybe even fire prevention.

We all sat attentively on uncomfortable plastic chairs arranged in rows and enjoyed a slice of homemade fruit cake washed down with some milky tea served in green cups, complete with saucer of course, at the end. It was a dreadfully dated set up, but I always used to look forward to it.

> "the original club logo was a Beetle with a Beatles 'mop top' haircut"

Club life!

Incidentally, the original club logo was a Beetle with a Beatles 'mop top' haircut, which gives you an idea of its ancestry. Indeed, if my memory serves me well, the Stevenage VW Club was formed in the late 1950s and was one of the first Volkswagen clubs in the UK. As the original members passed away one by one, a new wave of keen young members started infiltrating the ranks. Now this lot obviously preferred to sit in a warm pub with their Walkers and a shandy and chat about wheel spacers and the latest in-car entertainment than hear about stopping distances and ways to staunch a head wound. Alas, as Bob Dylan rightly wailed, *The Times, They Are a-Changin'*, and the jacket and ties and monthly meets were replaced by more informal, irregular gatherings.

Out of interest, I did a Google search for the club, only to discover it was no longer going, due to things having 'gone a little quiet.' It seems a shame, and I appreciate most people think it's a mistake to hang on to the past. On this occasion, I hate to say, I beg to differ…

Ian Cushway
Editor

Old school set up involved lots of tea, ties and uncomfortable plastic chairs

Stevenage VW Club

The oldest known VW club in the UK is looking for someone new to take up the reins

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Straight outta Compton

Who could possibly resist this freshly imported Sage Green '77 seven-seater Bay? It's virtually straight off the boat, having only arrived on these shores in May from its former Compton, California home. It's even got air conditioning – now how cool is that? We spotted it at Kent's Grill-n-Chill – it was being sold by www.busfactory.com for the princely sum of £10,495.

SOUTHERN TRAILERS

VOLKSWORLD SHOW NEWS

Email your news to volksworld.ed@kelsey.co.uk

VOLKS WORLD SHOW 2017
25-26 March 2017
Sandown Park, Esher, Surrey

Sponsored by

VolksWorld magazine – 30th anniversary

It is 30 years since the first issue of *VolksWorld* magazine rolled off the printing presses and hit the streets. In celebration we are putting on a display of ex-cover cars that will illustrate how styles have changed over the years. We have done nearly 400 issues, so lots of great cars have graced the cover of our magazine. Will your favourite be at the show? Richard Krom has started off our quest to find the best examples with his fine cover car from 2011. If you have an ex-cover car and would like to display it, contact Amy at amy.nicholls@kelsey.co.uk

Kids go free

The *VolksWorld* Show has always been a great family day out, and now you can bring up to two kids aged 14 and under free of charge. Get your free child tickets when you book your adult tickets online.

We need your show cars

We always pride ourselves on having the very best show cars from around the globe at the show. So far we have already had some great vehicles apply for the 2017 show including Lloyd Jackson's 1950 Split Beetle. It looks like it is going to be fantastic and a potential show winner. If you have or are building a show quality car that you are interested in displaying, please email some brief details and a couple of pics to amy.nicholls@kelsey.co.uk

Do you have a '67' Beetle?

If so, we would like it for our 50th anniversary line up. We are not sure how many cars are still running but we would like to get together as many examples as possible for this one-off event. Why not join our '67 display on the grandstand apron. In return for bringing your car, we will supply a free weekend ticket, early access to the show grounds and a celebration plaque, and you will be in with a chance of winning a trophy for the best example. Inside the main halls we will be running a competition based around this one year model, why not come and try your hand? You may win a prize.

BOOK TICKETS IN ADVANCE AND SAVE

Book your tickets in advance, get quicker show entry, special show offers and save some cash. Buy tickets at www.volksworldshows.com

Book your club stand today

Clubs are at the very heart of the *VolksWorld* Show and have contributed to the event's unique atmosphere over the past 25 years. If you are interested in booking your club a stand, do it today, space is limited and competition for places is always very keen. This year to make things easier for your club on the day, we are allowing you to book your actual stand location in advance. Call Amy Nicholls on 01959 543 548 or email her at amy.nicholls@kelsey.co.uk

Camping – weekend away

We have so much going on at the *VolksWorld* Show this year, so why not bring the family and relax, take your time and make a weekend of it? If you camp on site you get the extra benefit of quick access to the show, free indoor entertainment on Saturday evening, plus use of the golf course bar all weekend. If you don't fancy staying on site you can take a 5-minute walk and join 1000s of other VW enthusiasts at one of the many bars and restaurants that Esher town centre has to offer. Buy your camping tickets today as they always sell out.

Silver Anniversary in 2017

The show celebrates its 25th anniversary in 2017 and we are planning some special events. Bookmark our new website www.volksworldshows.com or our Facebook page.

European swapmeet

The international, indoor swap meet is always one of the highlights of the show, with over 100 tables selling 1000s of hard-to-find parts from all round Europe, many at bargain prices. If you would like to book a table call Ben Foster on 01959 543 722. Tables cost just £110, which includes two weekend tickets to the show.

Great live music

Top Bananas, the world's tallest band, will be on hand to welcome you to the show on Saturday morning. They will be joined on the Summer Lawn by the *Breakfast Club*, one of the best 80's cover bands in the country and the *Del Sharons*, who will take you back to the 1950's.

Buy your dream

Call in at the *VolksWorld* Show if you are looking to buy a VW, our 'Cars for Sale' area in the front car park is the place to head. If you want to sell your VW just turn up on the day and we'll direct you to the dedicated area.

Kids' Zone

We pride ourselves at the *VolksWorld* Show on keeping your little ones entertained, and the Kids' Zone is a safe place for the kids to let off some steam and have some VW-related fun. Entertainment includes a large soft play area, party games, film shows, build your own Camper Van, colouring competitions and much more.

To find out more about the show or to book tickets go to our new website or our Facebook page *VolksWorld* Magazine

www.volksworldshows.com

PRODUCTS

Selling a new product? email volksworld.ed@kelsey.co.uk

Give it the chop!

From: www.vanwurks.co.uk **Price:** £35

Space is at a premium in a classic Camper, so this new chopping board from VanWurks could prove handy. It's been cleverly made to fit inside the Smev 8005 and Smev 9222 sink with the Comet Florenz tap

Bay front engine tin

From: www.justkampers.com **Price:** £109

Now available for the first time in years, JK are now stocking these engine tin panels, made to the same high specification as the originals. It runs up and over the gearbox bell housing on Type 1 engine Crossover and Late Bays from 1971 to 1979. Measuring 26cm x 87cm x 34cm, and available as part number J41222, it's an ideal way to smarten up your engine bay

Dual weight chromoly flywheel

From: www.cbperformance.com **Price:** $134.95

The CB Performance dual weight chromoly flywheel was designed with quality and versatility in mind. Now, you can have both stock weight and and lightweight in one. Run it in stock form, and if you ever wanted to try a lightweight flywheel, simply remove the weight rings. Want to pull the engine out of your Beetle and put it into your Transporter? Just add the weight rings and now you're back to stock weight. You do not even have to remove the flywheel from the engine to make weight adjustments, simply remove or install the eight 8mm mounting bolts – it's that easy. With the chromoly steel weight rings installed, it weighs in at 17.75lb, resembling a stock weight OE flywheel. Remove the weight rings and it becomes just 12.5lb

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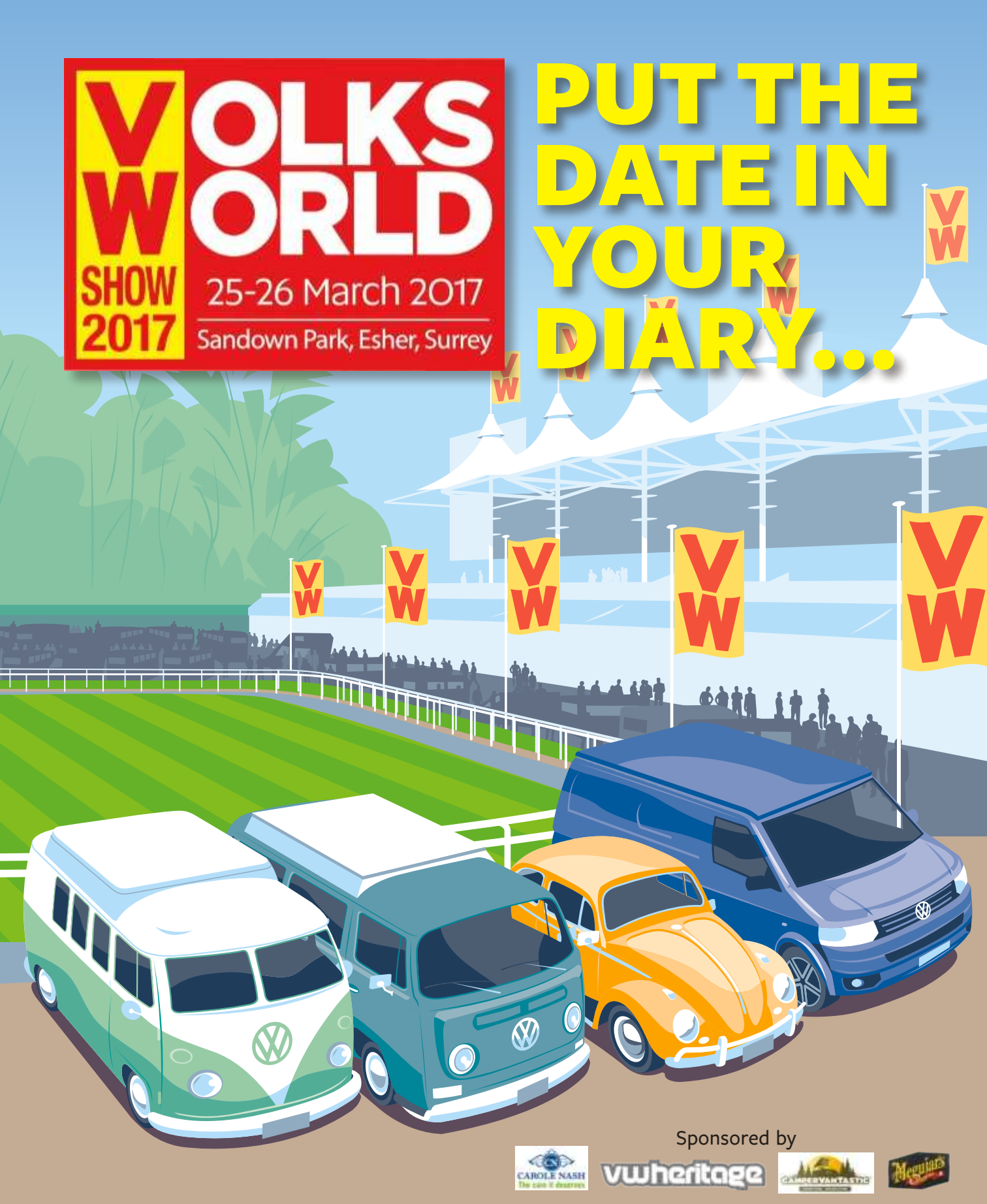

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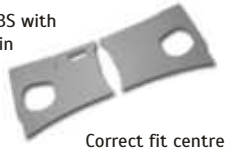

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Car of the month

Larry Stockford, 1953 Beetle

This rare 'Zwitter' was discovered in a barn in Sweden in 2003 where it had sat for 30 years accumulating dust. The paint is nearly 50 years old, having been applied with a brush by a previous owner in the early 1960s.

The original 25hp engine is currently undergoing a rebuild, so a 30hp engine has been fitted to get it up and running. Interestingly, it has a heater element that can be plugged into the mains in order to warm the engine prior to start-up in very cold climates.

Height adjusters were fitted to the front axle beam to lower the front end slightly, while the rear was lowered a couple of inches for a subtle drop. Several parts were needed to get the car roadworthy, which due to the rarity of the Zwitter, took over a year to locate and were sourced as far away as Canada, Germany, Belgium and Poland.

> "it had sat for 30 years accumulating dust"

Having passed its MoT in 2004, still covered in dust, it debuted at a UK air-cooled show, then scooped the prestigious Coup de Coeur trophy at Le Bug Show. On the way home from Spa, it rained and all the dust washed off!

Interior looks 'as found'. Paintwork isn't bad considering it was applied by hand back in the 1960s

The following year sans dust, the car was modified further, with the front axle being narrowed by 5-inches to allow it to sit even lower, and it was also lowered a further 3-inches at the rear.

More trophies followed and nowadays the car is regularly driven all over the country and Europe to VW shows. It represents an interesting combination of originality and modification, the best of both worlds!

Trevor Murdin, 1972 Karmann Ghia

Trevor looked at several Ghias before deciding on this one. He saw it advertised on a classic car website – it had been imported from Oklahoma by a company specialising in American cars. As there was spare space in the container, it was filled with the Karmann, which arrived on our shores several years ago. Trevor reckons it had probably been standing in the importer's yard for the best part of a year as it was filthy dirty when he got it.

Nothing of the car's previous history is known, other than it was repainted in bright orange prior to importation. The 1600cc engine wasn't running too sweetly when he purchased it, which was traced to some blocked fuel lines.

"I've had to complete a few other remedial jobs, but otherwise it's been an excellent car and the engine starts on the button every time," enthused Trevor. "A few weeks ago I fitted an old medium wave radio which looks period correct. The car was previously rust proofed with a cavity wax and bodily it's pretty sound, though at the last MoT test, it was noted that in the near future a small amount of welding will be required."

Engine runs fine now the fuel lines have been flushed

WANT TO SEE YOUR CAR IN VOLKSWORLD?

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Spoiling Beetles

Kamei was the very first Volkswagen accessory company, started in 1952. Among the Beetle novelties its founder, Karl Meier, came up with was the aerodynamic spoiler. It's just that nobody liked it at the time

Words
Richard Gunn

Over the years, the simple, bolt-on, bolt-off nature of the Beetle has meant it's always been an easy car to customise. Some accessories have been weird, some have been wonderful… and rather a lot have come from Kamei. The company, established by Karl Meier, was the first to offer add-on bits and pieces for Volkswagens and along the way, came up with some fantastic items. And the odd utter clanger too.

Karl came early to the Volkswagen world, being only the 12th employee taken on at the Wolfsburg factory, in March 1939. His role was as an interior design engineer. Born in 1907, he'd trained as a motor mechanic and worked in Switzerland before coming to Volkswagen by way of Opel. At Wolfsburg, he worked on the Schwimmwagen and also came up with numerous ideas to improve Volkswagens – for which he was paid in cash and, later, cigarettes when the Second World War turned against Germany.

"It looked like it was intended to amputate the legs of any unfortunate pedestrians it met"

After the end of hostilities, with the factory in ruins, he found himself earning a living at a local bodyshop instead, set up by former VW training manager colleague Heinrich Schwen. They built vans and pick-ups on Beetle platforms and also dabbled with racing and sports versions. But this fledgling firm was forced to close in 1949 after new boss of Volkswagen, Heinz Nordhoff, called a halt to the chassis supply. No matter… Karl simply took over a wooden shed and a burnt-out building, procured some Beetle seats, and repainted and reupholstered them to sell. Well, actually he got one of his sons to paint them. Both his boys ended up having to go to school in suits made out of the upholstery material Karl was using though.

Karl Meier, who founded Kamei and was responsible for most of its innovations

Scythe of the times

That led to Karl wondering what else he could with Volkswagen interiors. By now, the Beetle was becoming a major success with around 100,000 on German roads. Thus there was a ready market for the protective seat and luggage space covers he came up with, as well as something the company will always be famous for, a front under-dash parcel shelf. He also created head restraints, a hat holder (mounted in front of the rear-view mirror), the inevitable dashboard bud vase plus a range of supportive cushions, including one which allowed drivers to rest their heads on the door window – ideal for when driving when tired. Or then again, perhaps not, for there was criticism that his '*schlummerrolle*' would send users to sleep. Still, he also magicked up reclining seats that effectively turned into beds. "With this sleeping facility from Kamei, you can cope with every situation," went the promotional blurb. Yes, situations such as being unable to afford a Type 2 Camper, for example.

After the Kamei company was officially founded in 1952, Karl's ideas spread to the exterior. In 1953, he came up with a rather lethal looking scythe-like front spoiler, developed using his aeronautical knowledge from the war. It made the rather unsteady early Beetle a lot more stable, but did look like it was intended to amputate the legs of any unfortunate pedestrians it met. He displayed it at the 1953 Geneva Motor Show, or rather outside it, as he'd not been able to afford a stand inside the event. However, nobody took his 'horizontal stabiliser' seriously – probably because it looked so utterly dangerous. But it was the very first time a spoiler had been seen on a car, so it was an entirely new concept. Kamei wouldn't return to the idea until

Just a few of the Kamei products of the 1970s with which you could, um, individualise your Beetle

Karl Meier's Wolfsburg 'factory' in 1949 was hardly salubrious

Hard at work in Wolfsburg for Karl Meier during the 1950s

In 1979, Donna Summer had an Avus steering wheel cover on her *Bad Girls* album cover. We assume the $50 bill is so the driver can buy more Kamei accessories. Hot stuff…

The front cover of a 1950s Kamei catalogue focusing on the Beetle

Some of Kamei's products from 1972. They seemed to make young ladies in boiler suits very happy

1972, when it came up with a much less scary front Beetle spoiler.

As the 1950s progressed, Kamei came up with luggage racks and covers, a hood to cover the top half of Beetles, a transmission tunnel-mounted wastepaper bin and a make-up set that fitted snugly in the glovebox. He'd frequently gauge interest in these items by sending his sons off to the nearby Volkswagen factory to leave flyers under the wipers of cars belonging to employees. If there was enough interest, then a product got made.

Wheel of fortune

During the 1960s, Kamei's big seller was its Avus steering wheel cover, made out of porous imitation leather (actually porotherm) with lacing to keep in place. This huge seller has, to date, sold over 100 million units worldwide and is still available today. Even Donna Summer featured one on her *Bad Girls* album cover… now there's a recommendation!

Inevitably though, as Beetle popularity declined in the 1970s, so Kamei started turning its attention to other cars. However, Volkswagens remained its primary focus. It could hardly be anything else, given the company retained a base in Wolfsburg despite expansion elsewhere, including (for 10 years) the United States. Just as the Type 1 had once provided such a rich canvas, so the Golf and its water-cooled, front-wheel drive siblings became Kamei's core concentration. The firm is an original equipment manufacturer (OEM) for VW to this day. And has done some interesting things to New Beetles.

As for Karl Meier himself, he died in 1982, aged 75. But the innovations he designed over four decades helped inject some extra luxury, style and safety into classic Beetles. Small wonder that original Kamei products are so sought after today.

Kamei's Best – some of our favourite Karl Meier creations…

Karl's 1953 Beetle front spoiler. While it stabilised early Beetles, it did make them look like something out of Mad Max too

When Kamei returned to making a front Beetle spoiler in 1972, it looked rather better

Kamei's best-selling Avus steering wheel cover. Das ist lenk-komfort, in case you were wondering

Who needed a Volkswagen Type 2 when you could just sleep in your Beetle instead, thanks to Kamei reclining seats?

Roof racks and luggage covers were something that Kamei still markets today

Kamei came up with reclining seats long before Volkswagen did

Kamei's parcel shelves are much sought-after today. And they're pretty useful too. Note the extended fuel reserve tap

It was probably best not to use this while driving. Especially at night

A glovebox make-up kit from Kamei

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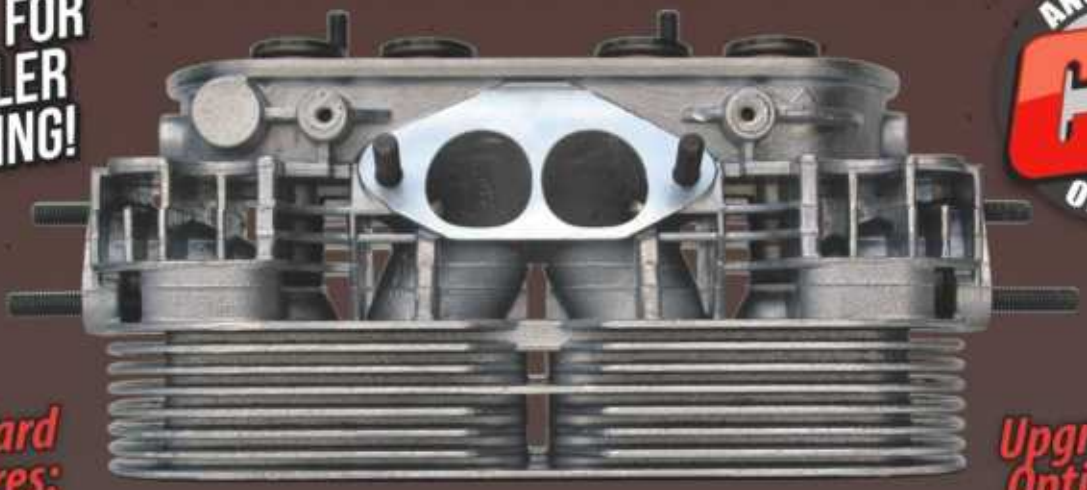

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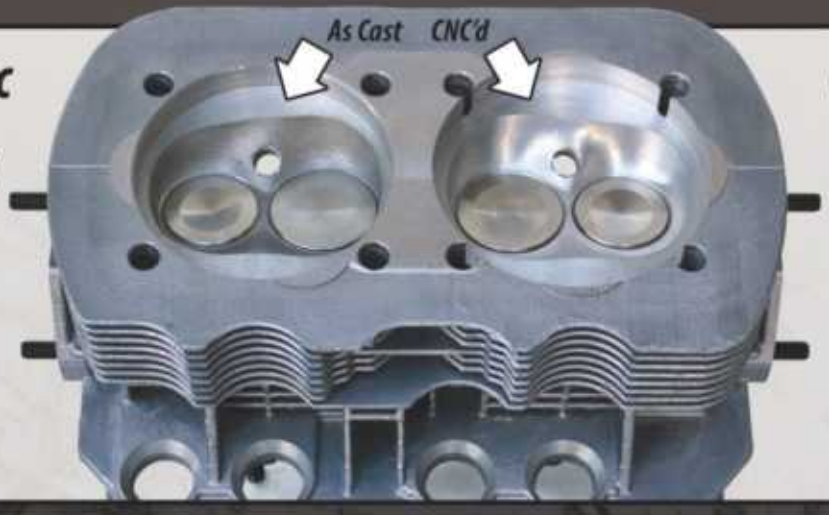

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Last-chance saloon

Would you believe this Beetle was once a high-riding Sand Scorcher Baja? Now it's an East Coast-influenced Volksrod that displays creativity and ingenuity in equal measures

Words Mike Renaut **Photos** Matt Richardson

Let's get one thing straight from the start about Jamie Lathwell's Beetle. It's not a rat rod. Jamie's not especially big on labelling cars but he, like a lot of people, sees the term 'rat rod' as more of a slur than a compliment. "You could call this a Volksrod," says Jamie, "but, as far as I'm concerned, it's a hot rod. I always wanted to build a 1930's Ford hot rod but I'm on a budget, so I started with a Beetle since I've always liked VWs and built that into a rod."

From the time of release, the American-built late 1920's and '30's Fords were the first choice of car to strip down and hop up for improved performance. Ford had a policy of only gradually updating its parts over time and offered affordable, mechanically simple cars that could easily be fitted with newer components – most of which bolted straight into earlier or later models. Sounds a lot like a classic Volkswagen doesn't it? And, as we'll see, more than a few classic Ford parts were used in the construction of this one.

Jamie started out with a 1967 Beetle he bought in 2012. The car wasn't stock, far from it. In a former life, this VW was a faithful replica of a Tamiya Sand Scorcher Baja Bug, nicely finished right down to its powder coated floorpan. After that, it had been put back to a black, full-bodied car with banded steels and Moon decals, and that's how Jamie drove it for three months before the changes began.

"I originally planned to roof chop it," remembers Jamie, "but since it was rotten around the base, instead I cut out the bottom six inches of the body." This gave the car a whole new look, and Jamie a whole new idea. "I sliced it flush with the bulkhead. Then I had to replace the area where the running boards mounted, so I made up some filler sections and dimple died the holes in them." New door bottoms were then rolled and folded under.

"I originally planned to roof chop it..."

"Now the only untouched part of the body is the windscreen. The side and rear glass is Plexiglass since it was lighter, available in different colours and easy to fix in place once I'd removed the winder mechanisms from the doors." Jamie didn't like the idea of the centre section of his Beetle's roof being flattened – something that so often happens with

> Just in case anyone should cast any doubts on this car actually being driven, Jamie was more than happy to take it to the streets for our photoshoot, and plans to put a lot more miles on it in the future

poorly executed roof chops – so decided not to mess with the main roof section. "That meant I had to find some way of cooling the interior, so I drilled a series of holes in the side windows. I can also open the glove box lid to let a blast of air through!" Guess that means it's air cooled at both ends.

The bonnet is a 1962 piece with 1½ inches of metal sliced out of the nose for ground clearance – far easier said than done. Buckland Automotive then filled the bonnet with louvres. "It took two people to get it into the press," says Jamie. The other major modification to the body is that split rear window. "It was fabricated by Gary Morgan at GM Bodycraft in Milton Keynes. I had a glass fibre one, but Gary refused to fit it and instead fabricated this one from scratch in steel. I turned up one morning and it was done. I loved it." Jamie had briefly considered shaving the door handles, but decided it was too much of a headache. "Plus I felt the sides would look too smooth. It needed something to break it up."

The paint job may at first glance look like plain old white, but the car's actually been roller painted with Rust-Oleum. "I originally did it in dark blue with white pinstriping, but wanted to use something 1930's or '40's, so settled on white," explains Jamie.

< Unclip the bonnet and the work Jamie put into the front end is apparent, mixing together Ford, Fordson, Beetle and aftermarket parts, all held together by handmade brackets. Form and function as one

^ When it comes to building a hot rod, certain parts just have to be authentic. To Jamie's mind, a Beetle beam axle didn't quite do it, but this '36 Ford axle nails the look

^ The STOP rear lights are aftermarket units designed for a Ford Model A

"...instead I cut out the bottom six inches of the body"

TECH INFO

BODY
1967 Beetle; six inches cut from the bottom of the body; dimple died sill sections; louvered 1962 bonnet sectioned 1½ inches across nose; steel fabricated split rear window; Plexiglass windows

INTERIOR
Speedwell steering wheel with artillery shell centre boss; Hurst copper shifter on handmade tower; hydraulic handbrake; stock speedo hung under dash; cut-down Kirkey aluminium seats; beer barrel fuel tank; Pearl bass drum pedal accelerator

ENGINE
Mildly modified 1700cc Type 4; dual Kadron carburettors with Plexiglass 'filters'; Vertex magneto; Saco Products valve covers; EMPI dual cannon exhaust; skinned heat exchangers

The interior is basic, but with plenty of cool touches, including some rather desirable parts. Note how the steering column now passes through the speedometer aperture – more happy coincidence than design, but Jamie's rather pleased with it

< Here for the beer, or rather the fuel, since this barrel now only holds petrol, topped up through a filler grafted into the roof. Note the rolled rear panel that replaces the entire luggage tray and back seat area

Naturally, there's a story behind the car's name, 'Shear heart attack', too. "Gary and I cut the body above the heater channels and left the channels in place on the chassis. When we lifted the body off, there was a pair of rusty shears poking up from the base of the offside a-post – just ready to stab us." Dean Maudsley, aka Dr. Tricky, painted that very appropriate graphic on the roof.

FoMoCo mo fo

Up front, Jamie fitted super skinny 5.20-15 crossply tyres onto a pair of stock Beetle wheels, then used custom made steel adaptor plates to mate them to 1940 Ford brake drums. The front axle is a 1936 Ford piece, attached with shortened wishbones that started life fitted to a Fordson tractor. "They were £10, rather than the £150 the hot rod places were charging for similar parts," says Jamie. "I made a beam adaptor from a Beetle beam and laser cut pieces to mount the spring, so the axle now sits about 12 inches further forward than stock on a pair of hand-fabricated swan neck mounts. Although I very recently added a strengthening brace when I realised they were moving about when I was driving." The original Volkswagen steering box is now mounted on its side and decorated with the top of an artillery shell, while Jamie handmade a new drag link that connects to a standard VW Pitman arm. "The steering column now exits the dashboard through the speedometer hole," says Jamie with a grin. "I didn't intend that – it just happened to line up perfectly."

Rear wheels are 18-inch Ford commercial rims, thought to be from a 1950's Thames van, but with a slightly deeper dish – a guy in Bedford had them for sale. "The PCD is very slightly different to wide-5 VW so I've used variance bolts. The 7.00-18 tyres are from Lester Tire Co, and apparently are more

TECH INFO

GEARBOX
Stock Type 1 1300 four speed

SUSPENSION
Stock 1936 Ford I-beam axle and transverse leaf spring mounted with modified Fordson tractor wishbones; homemade beam adaptor; Panhard rod and no shock absorbers; stock VW steering box mounted sideways and side steer linkage

BRAKES
1940 Ford hydraulic drums on front; stock drums on rear

WHEELS AND TYRES
Stock Beetle 15-inch steels on front with 5.20-15 crossplies; Ford Thames 18-inch steels on rear with 7.00-18 Lester tyres

v It's the little details that make all the difference. The switches themselves might be stock, but the knobs are now caps from old oil cans. Distressed wooden radio blanking plate and glove box lid are inspired, and that original Hurst copper shifter is on long-term loan from a friend

> Steering wheel centre cap is, of course, the flat end of an artillery shell. Question: how do you saw the end off a shell? Answer: very carefully! And yes, that's an original Speedwell wood rim it's mounted to

If you see this in your rear view mirror… it'll probably be there for a while. For while it might look like a hot rod, and sound like a bit spicy, the combination of 1300 Beetle gearbox and essentially stock 1700cc Type 4 mean performance-wise it's not quite so hot

commonly found on vintage Rolls Royces.

Inside, it's pretty basic, as far as luxuries go. The headlight and wiper switches have been topped with caps from oil cans, that wood-rimmed steering wheel is a genuine Speedwell version that came with the car but now finished with an artillery shell cap in the centre. Beyond the speedometer, there's not much in the way of instrumentation either for, as Jamie says, "I can tell when I'm running out of fuel – the pump gets louder." Probably the sexiest part of the interior is that gear lever – a genuine Hurst 'copper' shifter with a rosewood knob. It was given to Jamie by his friend, Ryan, as a long-term loan. It mounts on a homemade aluminium shift tower, and there's a hydraulic handbrake "because the standard one no longer fitted." The seats are by Kirkey, with cut down tops and four-point harnesses. The accelerator pedal once resided on a Pearl drum kit.

Fuel for thought

The fuel tank now fills via a filler cap from a boat mounted in the roof above the split rear window. "Petrol stations do sometimes get concerned that I'm pouring fuel into the interior…" remarks Jamie. The fuel tank is, in time-honoured British hot rodding tradition, a beer barrel. "That took some serious cleaning out. It was full of stale beer." Because the rear luggage tray area was removed when the body was cut down, there's no longer a rear seat or parcel shelf, but instead a rolled sheet of steel with a cut out in it to provide a mounting place for the fuel keg.

"It's actually only lowered two splines at the rear," says Jamie, "but the transmission has been raised three inches, which is why it looks so much lower. It's a standard Type 1, four-speed 'box from a 1300 Beetle, with pre-1965 'short' axles. The engine is a 1700 Type 4 unit I bought in Scotland one New Year's Eve. The seller had started to rebuild it, but then instead bought one that was already finished, so I got this one as a box of bits. I wanted it to look like an aircraft engine – fully functioning but also cool." Adding to that effect are twin Kadron carburettors, a Vertex magneto, those cool Saco Products finned ali valve covers and a wrapped merged header with EMPI twin cannon mufflers and the heat exchangers' outer skins removed. The discs of yellow Plexiglass that Jamie cut out of the windows weren't thrown away either – one now fills the badge mount on the bonnet, the others act as somewhat basic 'filters' on top of the carbs. Internally, there's a mild camshaft and lightened, balanced and polished crank and rods. "The crank and pistons are the standard size, so it's putting out about 80bhp or so," says Jamie. "And yes, with the engine being solid mounted, I do wear ear plugs when I'm driving!"

Keeping the hot rod vibe going are the

"The accelerator pedal once resided on a Pearl drum kit"

CUT, WELD, DRIVE

Cut here
Having decided six inches was the optimum amount to cut off – mainly to dispense with terminal body rot – a cut line was marked four inches above the sills, then Jamie grabbed the angle grinder...

Body off
No need to mess around undoing all those pesky floorpan bolts, simply cut the body from the floorpan, leaving the heater channels and part of the front bulkhead in place.

Cutting remarks
What Jamie didn't expect to find was a pair of razor sharp, rusty metal shears lodged in the base of the offside a-pillar! Still, inspiration for the car's name had to come from somewhere, right?

Inter-section
Cutting the body was the easy bit, making it all fit back together was somewhat harder. The doors had to have new bottom sections formed, and the lower hinges had to be moved up and re-mounted on the doors.

HIGHS AND LOWS

As Jamie bought it

It's almost unrecognisable now, but this is the Beetle as it looked when Jamie bought it – slammed to the ground, painted matt black with yellow banded steels and Moon Equipment logos on the door. Look closely and you'll see it still says Sand Scorcher on the number plate...

In another life

...which explains the presence of this picture in this feature. Believe it or not, before it was matt black, this car was a full-size replica of the well known Tamiya radio-controlled car (but not the one that was built by The Bug Box in Bavaria). Yep, that front end sheet metal that was cut off was put back on again, and then cut off again!

Take one Type 4 1700 engine, sprinkle with parts from Saco, EMPI, Kadron and Vertex, then bake at 60mph for hundreds of miles. Add ear plugs to season

How to construct a cool, yet cheap 'air filter' system, and make use of the pieces of Perspex cut from the side windows

aftermarket Ford Model A tail lights, mounted directly to the flanges where the exhaust meets the heat exchangers, while lighting the way ahead are a pair of Guide headlights with H4 bulbs and LED indicators contained within.

Considering Jamie admits the only modifications he had previously made to any car were of the bolt-on variety, he is justifiably proud of the way the Beetle has turned out. "I'm really pleased with it. The car's been together for a couple of months now but I only really finished it recently when I made up the Plexiglass panel to hide the wiring on the bulkhead. It's very noisy, and the acceleration is terrible, but I plan to add upside down Bus reduction gears with sealed bearings and an independent oil supply to try and improve that.

"I couldn't afford a 1930's Ford, but I always wanted one in what they call the East Coast style, with a channelled or sectioned body but standard height roof. I didn't especially design this car, or build it to fit a theme, I just thought of things that would work as I went along, so it's been a very organic process."

What's next for this Beetle, now on its third radical transformation? "I don't really think it can be modified any further," laughs Jamie. "I think it's the scrapyard or nothing after this!" ■

Thanks:
In addition to Gary and Dean, I'd also like to say thanks for all the help and support I've had from all my mates in my local club, The Clangers.

One of the current trends in traditional rodding is WW2-style 'artillery' wheels. They re-pop them now but, if you're clever, you can find something much cheaper that looks rather similar. In this case, from a Thames van

Jamie is justifiably proud of his Volksrod and, considering he's never built a car before, he deserves to be. Like all build styles, it's easy to imitate those that have gone before, not so easy to create something truly individual. Top work

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Smoothie wheels

The Smoothie wheel is a reproduction of the two-piece Centerline wheel, the Smoothie wheel is in one piece though, the rivets are just there for aesthetic reasons.

 # 02493

Revolvers wheels

The Revolver wheel is identical to the Smoothie excepted for the additional 12 holes, it looks like a complete different wheel and that was the intention of EMPI.

 # 20623

Side reflectors for the Bay Window

The base of the reflectors changed color over the years, they were silver until 1974, after that year they came in black.

 # 70556

Sun visors for the Vanagon

The standard sun visor is white on both sides, the more special version is white on the outside and black on the inside. The latter was also installed by Volkswagen as an genuine option.

 # 72108

Exhaust manifold for Turbo Diesel

This is a cast iron part, so very difficult to repair. But no worry, you can use this reproduction exhaust manifold for the Vanagon with Turbo Diesel engine from now on.

 # 62440

Wiper shaft for the VW Thing

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 # 07166

Convertible front bow cover

If you need to replace your convertible hood or headliner make sure you also replace this cover. It has the exact same shape as the original cover, it is available in the color cloud white to match the original headliner color.

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Luxury and power

At first glance it might look like a stock Camper, but this '65 Sundial hides a wealth of improvements that make it a far cry from a standard Split

Words and photos Jon Cass

Bucking the trend for gnarly "patina" VWs, this is what Gavin started with. Makes a change to see one fully restored, huh?

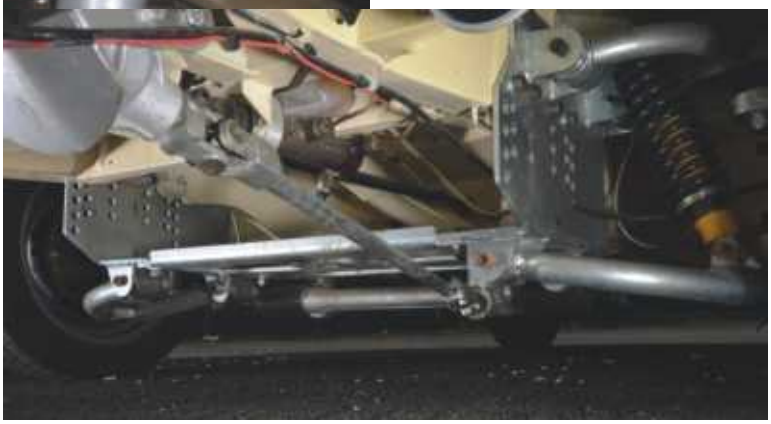
Being the director of an international car importation company does have its advantages as Gavin Stafford, the proud owner of this 1965 Sundial Camper, knows only too well. However, when it came to the gruelling business of carrying out a full restoration, along with a host of modifications, he admits he didn't really know what he was letting himself in for. "My business is called LHD Car Supermarket, so I've had plenty of experience importing cars from various countries. Sourcing projects and bringing them into the UK is relatively straightforward for me," Gavin explains. "Admittedly, most of the cars we deal with are much newer than this, but I'd previously imported and restored an older Porsche 911 and a Mercedes SEC500, but these needed nowhere near as much work as the Split did."

The idea of owning and running one of VW's most instantly recognisable vehicles as a Camper seemed like an appealing prospect, so Gavin set about searching the classifieds and using his overseas contacts to source a base for his forthcoming project. "I located the Split via an advert I spotted on the internet," Gavin explains. "It was in California at the time, but had originated from New York." To say the Bus needed extensive work is an understatement. It was rusty, dented, had smashed windows and lacked an engine or even keys. However, Gavin knew it had potential. "My intention was to carry out an authentic restoration as close as possible to the original look, but with a few upgrades to bring it more into line with today's safety

"I wanted the biggest displacement and most powerful engine that suited my budget"

^ Engine is a 2332cc turnkey unit from JCS Volks Machine in America. It's said to produce somewhere between 125 and 140bhp. Dress-up kit and chrome trim is a blast from the past that should have stayed in the past. Sorry Gavin, but your engine will thank you if you replace that lot with stock parts

< We're seeing more and more of these EMPI HPMX carbs these days, in this case dual 44s



v Here's the Red 9 Design twin wishbone IFS. It's a complete bolt-in package with various upgrade options available that replaces the torsion bar beam, steering box and drum brakes in one hit

levels and refinement," Gavin continues. "I just didn't realise at the beginning I would ever take it as far as I did, or spend quite so much."

Manual labour

Gavin arranged to have the Camper stripped down and taken back to bare metal, all the while formulating a design that would suit his needs. "Once the design was complete, I was in a position to order the parts needed and arrange for 181 Classic Motors in Newark (www.181classicmotors.co.uk) to start the work," he recalls. "I'm running a full-time business, so it made more sense to leave the manual work to the experts. Plus I knew the work would be done much quicker, and to a very high standard, which it has been."

The windows proved particularly tricky, with each one painstakingly restored with missing bits sourced from the US. Considering the state of the 'shell when it was first imported, it is clear Gavin's faith in 181 wasn't unfounded. In a nutshell, any metalwork that needed attention was removed and replaced and the entire vehicle taken back to bare metal before the bodywork was repainted in its original green and ivory colours. It's when you peer underneath, though, that it becomes more obvious this isn't just your standard Split with a slightly lowered ride height.

In the Red

As loved as it might be around the world, the Split Bus isn't renowned for its handling prowess, which points many owners towards modifications to make it more pleasant to drive at speed, or on long journeys. And when it comes to Gavin's example, he hasn't cut any corners. His chosen upgrades were to double wishbone independent suspension all round

TECH INFO

VEHICLE
1965 Sundial Camper, refinished in green and ivory; accessory roof rack; side step

CHASSIS
Red 9 Design double wishbone IFS with coilovers, disc brakes and rack and pinion steering; Red 9 Design double wishbone IRS with coilovers and disc brakes; 1303 Beetle IRS gearbox

WHEELS AND TYRES
Porsche 356-style 5.5 x 15-inch steels; stock hubcaps; 185/55-15 tyres all round

ENGINE
2332cc turnkey Type 1 built by JCS Volks Machine in Irwindale, California; 84mm crank; 94mm barrels and pistons; JCS cam; dual EMPI 44HPMX carbs Approximate power: 125bhp

using Red 9 Design products. The company's bolt-on solution for the rear of a Split Screen Bus leaves the choice of gearbox up to the customer – though the most commonly used is the tried and tested 1303 Beetle unit – but otherwise includes everything you need, from upper and lower wishbones to adjustable coilover shocks, driveshafts, rear disc brake conversion, the support framework and even such as handbrake cables.

Following suit, the entire Volkswagen front suspension and steering has also been binned in favour of a Red 9 twin wishbone coilover suspension with disc brakes and rack and pinion steering (see www.red9design.co.uk).

These bolt-in conversions are said to revolutionise the Split Screen driving experience, allowing anything from three to six inches of static lowering via the multiple mounting bolt holes, plus adjustability too, both for height and stiffness, as well as provision for adjusting camber, caster and toe. In short, it's the complete package, and Gavin says he couldn't be happier with how his Bus now handles and stops.

"These bolt-in conversions are said to revolutionise the Split Screen driving experience"

Wanting to keep the understated looks outside, he resisted the temptation to fit shiny alloys and just swapped the stock wheels for 5.5J Porsche 356-style vented steels. Not only do these

THE BUILD

> Gav's '65 Bus arrived at 181 Classic Motors in Newark already sand-blasted

< Despite being sold in California, the Bus originated from New York. Hence the rust. 181 painstakingly cut out and re-fabricated all the rotten panels

> The window frames proved particularly tricky, each taking many days to restore. Some of the more difficult to find parts, such as the front winding mechanisms, were sourced from the States

< Once all the metalwork had been finished, the Bus was primed and prepared for repainting

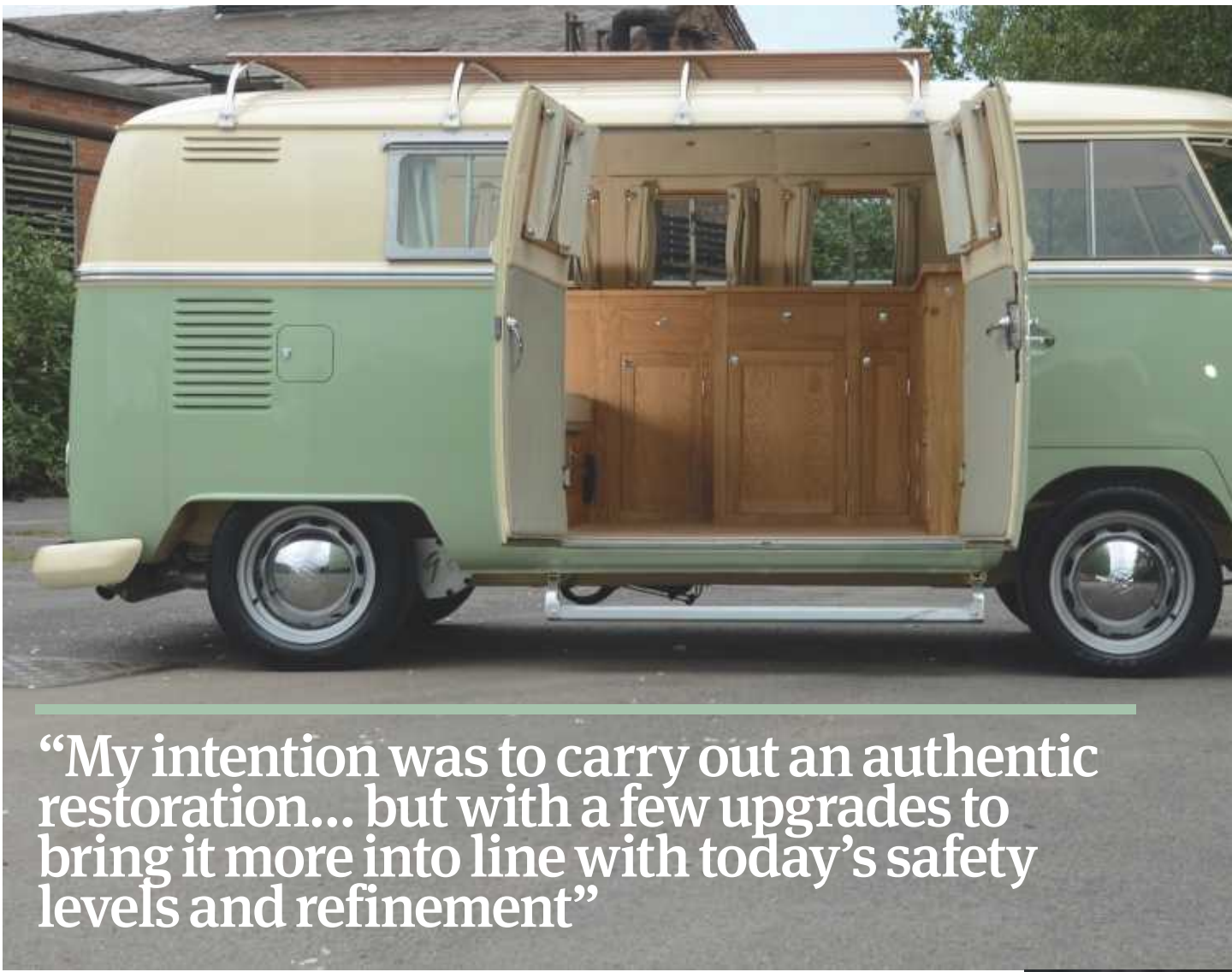
> Gavin was keen to keep the Bus in its original green and ivory colour scheme

< The light oak cabinets were handmade from scratch

> Red 9 Design independent suspension with two-pot disc brake conversion replaces the Bus' original back end

< Red 9 Design's kit was fitted to the front too, this time with four-pot calipers

> Engine arrived from the States in a crate, ready to run up and ready to be slotted in



"My intention was to carry out an authentic restoration... but with a few upgrades to bring it more into line with today's safety levels and refinement"

better fill the 'arches, they allow some additional cooling air to the discs as well. Dressed in stock hubcaps with just the faintest hint of red caliper visible through the holes, they leave keen onlookers suspecting this is no standard Bus but, to others, it looks as if it left the factory this way.

Big is best

With the upgraded brakes and suspension now in place, Gavin certainly didn't hold back when it came to choosing a suitable engine. Remember, this Bus came to the UK with no engine at all, so was effectively a blank canvas. "I wanted the biggest displacement and most powerful engine that suited my budget," Gavin continues. "I did some research and chose JCS Volks Machine in Los Angeles (www.jcsvwparts.com) to build an engine for me. After speaking to them, and telling them what I had and what I wanted it to do, they recommended a 2332cc engine with twin EMPI 44HPMX carbs and additional fan cooling." With approximately 125bhp on tap, it's a far cry from the stock 44bhp 1500 engine this Bus would have come with and, while it's not going to offer the performance and driveability of a modern water-cooled VW Transporter, it can now happily hold its own in modern traffic and ensure Gavin reaches his chosen destination in a timely fashion.

To make the most of the engine, and again to ensure peace of mind, Gavin ordered a new, freeway flyer gearbox to go with it. "I explained the Camper now had IRS and larger wheels and tyres than standard, so the gearbox was built specifically to suit this combination."

Land of leather

When it came to designing the interior, no corners were cut here either and, once any of the doors are opened, it's apparent Gavin has gone for a high standard of finish surrounding a period look, but with a modern twist. The dash now houses a digital radio and MP3 player, which is a replica of the original, and the seats are covered in luxurious green and ivory leather throughout.

The whole Bus has been insulated and soundproofed to ensure those camping trips are a little more comfortable than they were in the '60s when this Bus was built. Again, 181 Classic Motors was responsible for all the work.

The pull-out, rear-facing buddy seat is a neat and useful addition, as is the rock 'n' roll bed. The bespoke light oak cupboard units have quality fittings and well thought out storage space, and also hide a modern, top-of-the-range cooker / sink combo and fridge. Continuing the plush vibe, the headlining is now Alcantara and there's a three-zone light system that uses LEDs and

> More like a boutique hotel room, or a high-end yacht cabin, the bespoke oak cabinets, Alcantara headliner and wooden decking just ooze quality. Note there are even handmade oak trims around the window frames

TECH INFO

INTERIOR

Full leather re-trim in green / ivory; rock 'n' roll bed; pull-out buddy seat; yacht deck flooring; Alcantara roof lining; three-zone LED lighting system; bespoke oak cupboards with integrated sink / hob and fridge; auxiliary battery, plug socket and electrical hook up; Bluetooth connectivity; one key locking system; Cobra alarm and immobiliser

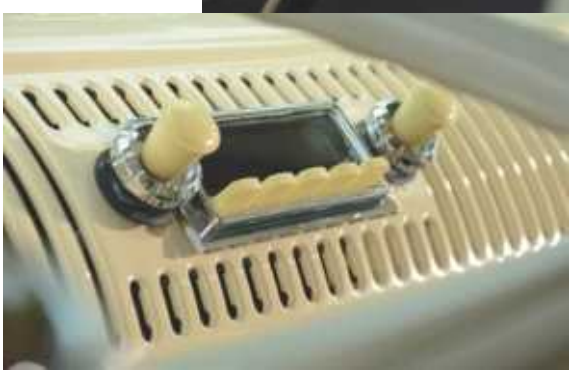
> Pull-down buddy seat that appears out of that wonderful oak bulkhead is a neat feature, but have you worked out where the appliances are yet? That's what we call seamless integration

< Just peeking out through the holes in all four of the Porsche 356-style steels are some bright red brake calipers. They're not Porsche parts, but they are a significant improvement over the factory drum brakes

Cab area is restrained, though no less luxurious than the rest of the Bus, with two-tone leather trim throughout and a fully upholstered kick panel across the front. While the colours don't exactly match, they work in harmony with the exterior tones

If you're going to spend a chunk of change on a high performance stoker motor, an additional oil temperature gauge is a cheap, worthwhile addition

Gene Berg short throw Bus shifter is not just for looks, there's a built gearbox at the other end of the linkage that has been spec'd to work with the engine



In the same way the Bus may look stock, the RetroSound radio looks like a 1960's piece but is in fact a modern digital radio with MP3 and Bluetooth functionality

even a one-touch reading light for those cosy nights in curled up with a book.

There's been no cost cutting on the floor either. Beneath Gavin's feet now, as opposed to lino or carpet, is non-slip Tiflex – to all intents and purposes a very plush yacht deck! Gavin's Camper also benefits from Bluetooth connectivity throughout and, as you'd expect, there's a leisure battery system, plug sockets and electric hook-up, too.

In so many ways this is the perfect, useable Camper, combining that iconic period look everyone desires with improved performance and handling and a luxurious interior with all the mod cons. Unsurprising then, that at the few shows Gavin has taken his creation to so far it has gained many admiring glances. And yes, despite its extremely high level of fit and finish, he does intend to take it on the occasional camping adventure too, when his work schedule allows of course.

"a high standard of finish surrounding a period look, but with a modern twist"

"The whole project took an agonising two and a half years, and I'd rather not go into detail when it comes to the total cost," Gavin laughs. "It might have got a bit out of hand, but it was built as a Camper and to be used, and that's exactly what I intend to do with it. It's certainly been an interesting and exciting project, and I'm more than happy how it's turned out, but let's just say there's no way I'd do it again!"

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Two o'clock in the morning. Etienne Bleich opens his eyes. The room is dark, with no sound other than the gentle breathing of his wife, Jasmin. "Honey, did you say something?" "What?" Jasmin answers sleepily. "I thought you said something," continues Etienne. "No, I was just dreaming. Dreaming of a black Beetle Convertible, with us driving down the road on a sunny afternoon. Anyway, sleep well!" And with that Jasmin turns over and falls back to sleep.

This happened in the summer of 2014. "We already had a Type 3, which we were using for shows and weekend trips," explains the 40-year-old German, "but when my wife started talking about a Convertible, naturally I began checking the usual websites for a suitable car."

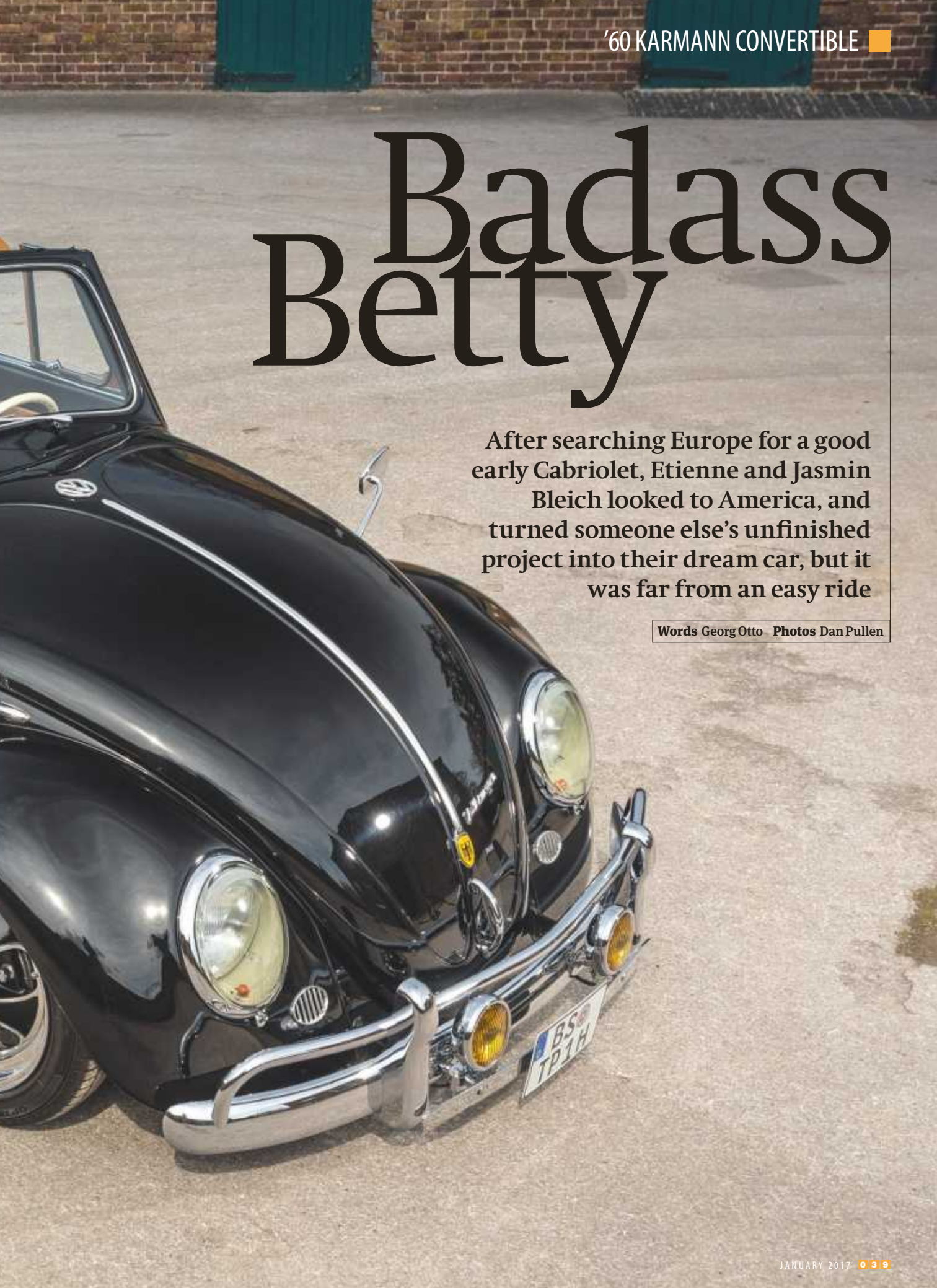
Good omen

At first, Etienne concentrated his search on Germany but, when nothing suitable turned up, extended it to all over the mainland. "You may think it's easy to find an early Karmann

Badass Betty

After searching Europe for a good early Cabriolet, Etienne and Jasmin Bleich looked to America, and turned someone else's unfinished project into their dream car, but it was far from an easy ride

Words Georg Otto **Photos** Dan Pullen



Car's wicked stance comes from a combination of a two outer spline drop, 4-inch narrowed and adjustable beam, dropped spindles and 135/70 front tyres. Air shocks on the front allow it to be pumped for driving

Convertible in Europe, but it isn't. I drove to see cars in Germany, The Netherlands and even the UK. And every time the cars didn't deliver what the pictures promised. Then, on our way back home from yet another disappointing inspection, I checked thesamba.com and discovered a 1960 Convertible, built in late 1959. It was a discontinued restoration, taken apart, but nothing else done. And it was factory black. That had to be a good omen." Excited by what they saw, the couple stopped at a motorway services and examined the ad in detail. Neither of them liked the idea of buying a car sight unseen, but the price was reasonable and, well, it couldn't be any worse than the cars over here in Europe, could it? A few emails later, a deal was struck and Etienne transferred a 1,000 euro deposit by Paypal – all while still sitting in their daily driver at the motorway services!

"You may think it's easy to find an early Karmann Convertible in Europe, but it isn't"

Bad omen

The Beetle arrived safe and sound in Rotterdam at the end of 2014. But that's when the trouble began. Having loaded the car onto a trailer, they set off for home, only to have the tow car bite the dust a few miles before the German border. "I didn't think too much about it back then, but when it happened again when we took the car to the paint shop, and then again when we trailered it to the coachtrimmer, I started to get superstitious. This one Volkswagen cost me three tow vehicles." Hence the car's name – 'Badass Betty'.

But back to the day the couple got their new Volkswagen home. After they unloaded the car from the trailer, they first checked all the parts, and then went over the car itself. "It wasn't painted back then, and was still in the original L41 colour. It showed no signs of previous welding, or accidents, and just needed a fresh coat of

The under-bonnet area is as clean as the rest of the car, with plenty of chromed and polished highlights to catch a magpie's eye

Helping produce five times the power of a stock '60 Beetle is a pair of 44IDF Webers on match-ported CB manifolds

2110cc Type 1 engine was built up in the States from a CB Performance Builder's Choice kit, but rebuilt in Germany for peace of mind. CB claims up to 150bhp with this kit, if set at 8.8:1 compression

Some people prefer a Beetle convertible with the top up, others like to keep it down. Either way, the use of a light tan hood on a black car really works for us

TECH INFO

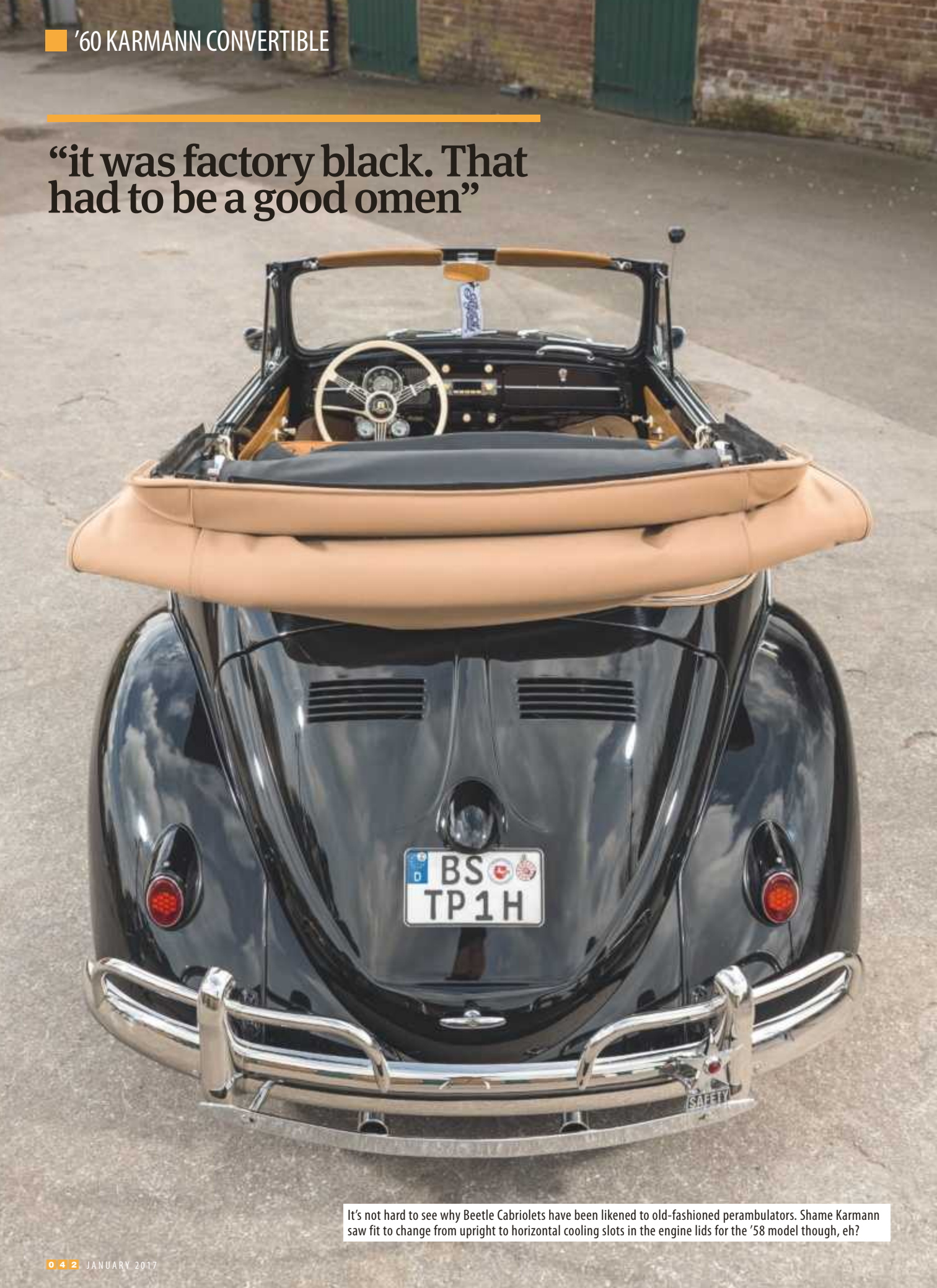
BODY
1960 Karmann Convertible, re-painted in original L41 black, shaved front indicators; towel rail bumpers; bumper bars; fog lights; Albert swan-neck mirrors; chrome safety star; Robri foot scraper; dual-mount aerial

CHASSIS
Powder coated black; 4-inch narrowed and adjustable front beam; CB dropped spindles; Monroe air shocks; adjustable spring plates; Koni rear shocks

BRAKES
CSP front disc conversion; stock rear drums

WHEELS
4.5 and 5 x 15-inch RDW Randars; 135/70-15 Hankook front tyres; 185/65-15 Dunlop rears

"it was factory black. That had to be a good omen"



It's not hard to see why Beetle Cabriolets have been likened to old-fashioned perambulators. Shame Karmann saw fit to change from upright to horizontal cooling slots in the engine lids for the '58 model though, eh?

Proud owners, Jasmin and Etienne Bleich from Germany. If you came to The *VolksWorld* Show in March this year you would have had a chance to see this car for yourself, so thanks guys for making the effort to bring it over

There is some dispute over whether 1960 or 1961 was the last year for the so-called 'snowflake' tail lights. We reckon the change came in May '61, so they came on both model years, but changed before the '62 model arrived in August '61

shiny black paint." That was the good news.

The chassis, however, was in dire need of two 'pan halves, and most of the parts that came with the car couldn't be used, as they were either damaged, or not correct for the vehicle. "The package included a brand new beam, but the former owner had cut off the shock towers so it was useless. There was also a new hood, but it was seven inches too short! We also had to re-align the hood frame because someone had bent it when trial fitting the wrong hood."

Powder and power

As disappointing as these problems were, they didn't stop Etienne from working hard on the car. When the repaired chassis came back from powder coating, he straight away started to assemble it. A new four-inch narrowed and adjustable front beam, CB Performance dropped spindles and Monroe air shocks went on first. Because of the planned horsepower increase, the father of two opted for a CSP front disc brake kit. "The discs they use are a lot lighter than other wide-5 brake kits and they have a TÜV certification, which obviously is important for a street legal car in Germany."

The rear received adjustable spring plates, Koni shocks and a two-spline twist on the torsion bars. A set of 4.5 and 5 x 15-inch Randar wheels, wrapped in 135/70 and 185/65 rubber, finishes off the chassis. Well, besides the Rancho Pro Street gearbox and the

As the car was a US import, it came with towel rail bumpers as standard. Yellow lens fog lamps are this season's must have accessory

Randar RDWs are the US-made versions of the wheel originally drawn by American artist Dave Deal. Here they measure in at 4.5 and 5 x 15-inch, and are shod with 135/70 and 185/65 tyres

2110cc Type 1 motor, both of which came with the car. Now can you see why the couple were so keen to buy this package deal?

"I couldn't get the engine to run properly, so I gave it to a specialist who disassembled it to check it over first. The AS41 case was new, and so were the Mini Wedge Port heads with 42mm intake and 37.5mm exhaust valves." The CB Super Race rods and 90.5mm Mahle pistons were then balanced, the CB Performance 82mm crank was given a set of straight cut cam gears, which mesh with a CB Performance Eagle Racing cam, and the whole lot bolted back together again. "We also changed the distributor for a 1-2-3 Ignition system and mounted an external oil cooler to lower engine temperatures," reports Etienne. Finally, the engine was put back into the car, with freshly powder coated tinware, a pair of 44IDF Weber carbs on CB Performance manifolds and a CSP Super Competition exhaust to round out the now fully functional powerplant.

Wedding bells

With the chassis sorted, it was time for the wedding. The freshly painted body and the

TECH INFO

ENGINE
2110cc Type 1; CB Performance Builder's Choice stroker kit – AS41 case; 82mm crank; Super Race rods; 90.5mm pistons and cylinders; Mini Wedge Port heads (42 x 37.5); stock rockers; Eagle Racing cam; straight cut cam gears; 1.5-litre sump; full flow oiling; external oil cooler; dual 44IDF Weber carbs; 1-2-3 Ignition; CSP Super Competition exhaust

GEARBOX
Rancho Pro Street – Super-Diff; heavy duty side plate; welded 3rd and 4th gear hubs; hardened keys

INTERIOR
Stock seats and door cards re-covered with brown vinyl; Bambus parcel shelf; Flat4 Banjo steering wheel; RetroSound radio; Sperrwolf locking shifter; additional VDO oil temp and air pressure gauges; glass needle mph speedo; rear seat belts for the kids

The car's name comes from the fact Etienne had three daily drivers fail on him while transporting this car around. The couple had Badass Betty stitched into the seats to remind them of the car's naughty side!

The air-ride system is basic, being just a pair of Monroe air shocks on the front and a compressor behind the rear seat, allowing the front end to be raised or dropped at will

The seats and door cards are all stock, but have been re-covered with distressed brown vinyl that works really well against the black paint of the body. The sun visors have been re-trimmed to match

floorpan were reunited in spring of 2015, with just a few subtle modifications made from stock. "We modified the front wings by shaving the indicators and re-locating them in the headlights, and then fitted a pair of fog lights on the front bumper, a set of bumper bars, a chromed safety star and a pair of Albert swan-neck mirrors – a must-have for every Resto Cal Beetle these days. Otherwise, the exterior is all as Volkswagen intended. "Early Karmann Convertibles are far too scarce these days to customise heavily," says Etienne resolutely.

Now it was time for the interior. Jasmin and Etienne chose a medium brown vinyl for the seats and door cards, which contrast nicely with the black body. They designed the 'Badass Betty' logo themselves and had it stitched into the top of the seat covers. "All our cars have names," reveals Jasmin. "Our Teak Fastback is 'Charly Brown' and our recently acquired Split Screen Bus is called 'Ips', because we bought it in Ipswich."

Fire bugs

Before the seats were installed, the couple connected up all the electrical items in the car, including the additional gauges, radio and Viair compressor, which is located under the matching vinyl-covered parcel shelf. "The previous owner had already converted the car to 12V, but it wasn't done properly. We had all kind of electrical bugs to sort out, and the wiring loom even caught fire at one point!" remembers Etienne, shaking his head. "In the end, we had no option but to rip out the old wiring harness and put in a complete new one, but at least we were able to build it with all the extra cables we needed."

Continuing the Resto Cal theme, the interior was then equipped with lots of nice accessories, including a Bambus under-dash shelf, a Sperrwolf lockable shifter, a restored, glass needle mph speedo and a Flat4 Banjo steering wheel with Wolfsburg horn button. A nice and subtle addition is the RetroSound radio, which really looks like a vintage unit but features all the bells and whistles a modern in-car

While the Banjo steering wheel is a reproduction, albeit an excellent Flat4 one, the rare glass needle mph speedo is the real deal

On the Resto Cal checklist, bumper bars and safety stars are popular additions, as are the ubiquitous (Uncle) Albert mirrors

entertainment system provides. It is connected to two 6 x 9 speakers in the back and a RetroSound speaker box up front. "The radio arrived a day before the car's maiden voyage to Le Bug Show at Spa Francorchamps and it was a real rush to put it in and get it hooked up, but we did it, and it sounds great!"

Jasmin: "I was a bit nervous about making such a long trip in a freshly finished car, but Etienne reassured me, and of course everything went fine." They arrived at the famous race track, set up tent and enjoyed the weekend. And just when they thought it couldn't get any better, on the Sunday morning they found out their car had been voted into the Top 20. "I couldn't believe it, I was over the moon," recalls Jasmin enthusiastically. So, we guess a dream really did come true for her – literally. ■

"the wiring loom even caught fire at one point!"

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The 30-year itch

After waiting almost three decades, Fiona Marshall finally found her perfect car. It needed a bit of work, but don't we all as we approach the big 5-0?

Words Ivan McCutcheon **Photos** Dan Pullen

TECH INFO

MODEL
1967 UK-spec Type 144 (RHD) Karmann Ghia 1500

BODYWORK
Restored to stock, with additional passenger side mirror; repainted in Audi Dakota Grey metallic

SUSPENSION
Dropped spindles, otherwise stock

BRAKES
Stock 4-bolt VW discs front, drums rear

WHEELS AND TYRES
4 x 130 JBW ‘Gas’, 5.5 x 15, ET25; Kumho 145/65R15 and 175/55R15

ENGINE
Original H-series 1493cc single port, rebuilt

INTERIOR
TMI Brick Red OEM Classic seat covers and panels; replacement headliner; oatmeal carpets; original steering wheel, gauges and gear stick

It was in 1985 that Fiona, then a young Essex girl from Maldon, started her love affair with air-cooled Volkswagens, as she explains: “My entry into the world of VWs happened when my dad bought me my first car – a 1968 Beetle, for £170, when I was 17. I remember us bringing it home and him meticulously rubbing it down before hand painting it with bright red yacht paint! Looking back, I had no concept of the hard work he put into restoring it. Being a typical teenager, I kind of thought things just happened.

“That Beetle was my daily driver on my commute from Maldon to Chelmsford. I can clearly remember the heater used to melt my shoes in the summer, but didn’t create one puff of warmth in the colder months. I recall a few scrapes in the car too, like putting it into a ditch while driving on snow-packed roads, and the bonnet coming up one day as I was driving home in the fast lane of the A12. Fond memories.” We asked what became of the car, and were told, “It later became a project for my boyfriend at the time, who was in the car body trade. He transformed into a 1980’s looking, pink and white scalloped creation, which was on the cover of *VolksWorld* in May 1990.” I’m sure I’m not the only one who knows exactly what car she’s talking about!

“This was followed by another wonderful creation, which better fitted the ’90’s scene – running boards replaced with Mercedes 190 sills and German Touring Car-inspired ’arches curving round the wheels. All very clever, and it looked fantastic alongside its purple / black flip paintwork and wacky interior. That car was featured in *Street Machine* in April 1996, and I was lucky enough to be invited to show it indoors at The *VolksWorld* Show at Sandown Park in 1998.

“My VW antics calmed down a bit after that, though. I bought a New Beetle as soon as they were released into the UK and kept it for 14 years, to begin with still waving at fellow VW drivers, although that wore off after a year or so.”

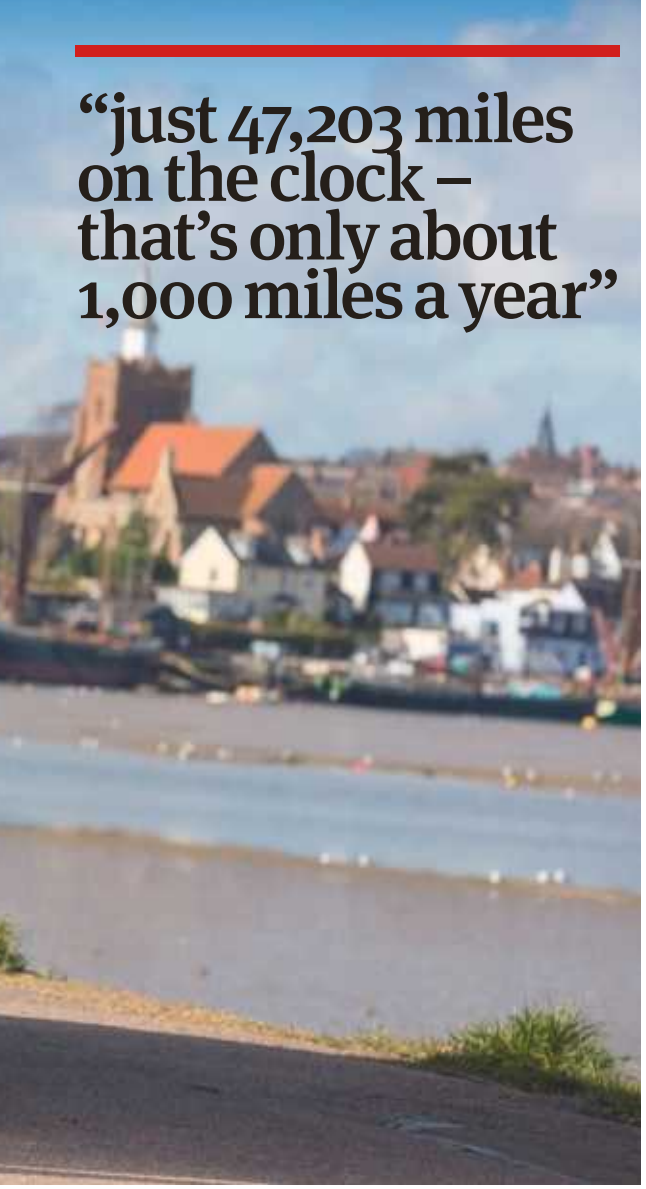
^ No silly narrowed beam or pan-scraping stance for Fiona thank you. Just a stock beam with dropped spindles and 145/65 tyres

Call to air

The calling to own another air-cooled VW came a few years ago now, but this time Fiona decided the car she needed to own was a Karmann Ghia. “Back in my Beetle days, I recall looking at the beautiful Karmann Ghias driving around Bug Jam and other shows, but they were completely out of my reach then.” However, in the past three decades she has progressed to the position of CEO of her local County Council, so was in a position to make what was once a teenager’s dream a reality. And so, at the start of October 2014, Fiona says she was over the moon to become the owner of a right-hand drive 1967 coupé.

With just 47,203 miles on the clock – that’s only about 1,000 miles a year – the ’67 was a real result. It

"just 47,203 miles on the clock – that's only about 1,000 miles a year"



Running gear has been given a spruce up with a set of 4-bolt JBW Gas alloys, while dropped spindles address the 'tail heavy' look so many stock Ghias suffer from

Many people prefer the look of a Lowlight Ghia, but for us the mid-'60s cars are better visually balanced front to rear. European-spec bumpers are so much less fussy than the Yankee towel rails too, don't you think?

Colour-coded closing panel was custom made for the car and tidies up the under-bonnet area no end. The gloss black fuel tank was left on show rather than being covered with card or carpet

came with its original registration book and service history, which showed it lived the first 44 years of its life with just four owners in and around London. How did Fiona find such a desirable, low mileage car? All thanks to Matthew Berry, a friend of her brother, and Karmann Ghia owner himself, who works for JD Classics in Maldon. He had seen the car for sale on Mersea Island, near Colchester, but it had only been on the island for three years by the time Fiona came into the picture. "I believe the guy selling it had been given the Karmann by an old friend by the name of Bunty. She had owned it and loved it since 1971, but during the latter years of her life, the car was not driven and rested quietly in her garage for 12 years before it moved to Mersea.

"Needless to say, when I heard about that this car was for sale, I was hugely excited about the possibility of not just finally owning a Karmann Ghia, but owning one with history like this.

"Once the deal was done and I climbed in to drive it home, the smell and sound instantly re-kindled memories that took me straight back to the years sitting behind the wheel in my old VWs. I instantly knew I had made the right decision and immediately started planning its restoration." Fiona also thought it would be apt to name the car Bunty.

Honest Johns

The '67 needed a fair bit of work to get it looking as you see it here, although it wasn't anything like as bad as the majority of UK Ghias that have never been restored. Fortunately, Fiona had somebody in mind to do the work, having known the guys at Maldon Car Body for the last 20 years. "The two Johns and Simon did the bulk of the work on the car, and Larry and Lee who run the place. I trusted them to do their best for the car and they certainly delivered," she comments. The work they carried out was basically a bare metal restoration. They removed the engine, all exterior trim and glass and stripped the interior. The doors

^ The choice of a modern (2015) Audi metallic paint colour certainly works well on the classic Italian lines of the Ghia-designed bodywork. It’s Dakota Grey if you’re into it

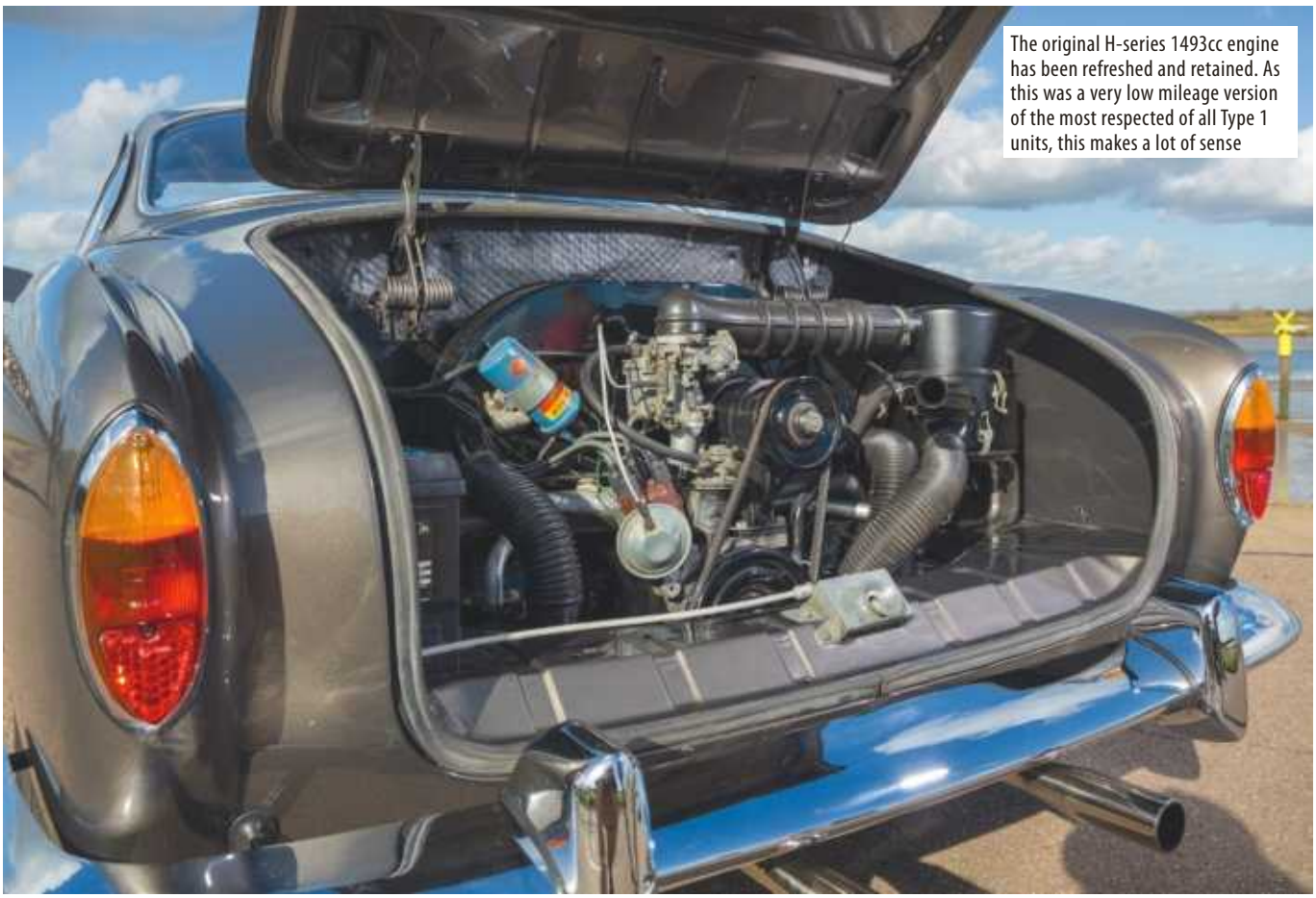
and decklid were replaced with good second hand panels from the USA, while the original bonnet saw quite a bit of restoration work, as did the left and right hand rear quarter panels. The left hand side rear wheelarch needed a repair panel letting in and both the rear inner bumper mount panels had to be replaced. Work was also needed to the inner wings on each side of the spare wheel well, around the fuel filler and both lower a-post / door pillars bottoms. The only change from original spec is the addition of a passenger side door mirror.

“I was like a child in a sweet shop when John Whitney let me loose on all his colour chits”

One shade of grey

One of the most important decisions you have to make when restoring a VW is what to do with the paintwork. Firstly, do you / should you bow down to the god of originality and simply keep it the colour it left the factory in? Decide otherwise, however, and you’ll find you’ve lifted the lid on a can of worms.

If the original hue just isn’t for you, the obvious thing to do is look at the alternatives VW offered the year your car was produced. If your fancy remains un-tickled, you need to narrow your selection down a bit, and the best way to do this is to decide on a basic colour – green, blue, black, whatever it is. Then think about the finish. Do you want solid or metallic? From then on, you’ll be looking at every car you see on the streets and in car parks, considering and then rejecting them either as a bit light, a touch too dark or, well, just not what you’re after. You will pore over pictures and paint colour charts for hours on end until, eventually, you find the colour you desire. Even when you do, be sure of this – you will not be certain you’ve made the right choice until you actually see the car in paint. Only then will you know if you’ve made the right decision.



The original H-series 1493cc engine has been refreshed and retained. As this was a very low mileage version of the most respected of all Type 1 units, this makes a lot of sense

"the smell and sound instantly re-kindled memories"

Fiona knows all this all too well, for it's exactly the process she went through when she was faced with choosing a new colour for her car. "I spent ages looking around at other cars, pictures in magazines and anywhere I could," she recalls. "It then took me many more hours searching Google, looking up paint colours and options until I settled on metallic grey. But I was like a child in a sweet shop when John Whitney, who painted the car, let me loose on all his colour chits to help me make my final decision." What Fiona finally settled on is Dakota Grey, a colour more commonly found on modern Audis, and once the team at Maldon Car Body had laid on the new hue, the re-fit could commence.

Trusted suppliers

All the original chromed parts were given to Andy Finch at Spikes Vintage Restorations in nearby Tolleshunt Major to sort out and have re-chromed. All of the other body components such as the stainless steel side trim, rubbers and seals are new replacements. "I sourced most of my parts through VW Heritage and found them to be well organised and reliable," reports Fiona.

Mechanically, it's the same story as the body. It's all pretty much stock, apart from a mild, 2.5-inch lowering job, thanks to a pair of dropped spindles, and some new wheels. They're VW 4 x 130 fitment JBW Gas alloys that have a similar look to the magnesium wheels Mahle made for Porsche, but that's about it. The standard front discs have been rebuilt and the rear brakes have new shoes and cylinders.

The engine and gearbox are also the ones the car came with the car, the H-series 1493cc single-port having been rebuilt with new bearings, piston rings, honed barrels and re-ground valves.

^ The timeless styling of the Karmann Ghia stole Fiona's heart in the late 1980s, and she's still in love with it today, only now she owns her own piece of Karmann history

In 1967 Karmann manufactured 19,406 coupés, but of these very few were right-hand-drive Type 144s like this example. Thanks to a TMI trim kit, the interior was neither costly or time consuming to do

The dashboard has been made to look more like an earlier car by stripping the wood effect cover, welding up the holes and painting it body colour. The steering wheel and gauges are all the original parts, nothing more fancy was deemed necessary here

What’s this? A VW hubcap electric guitar. Perfect for playing The Beatles. Groan

Under the bonnet you’ll find colour coded bespoke metal panelling at the back of the luggage space, while the petrol tank has been left visible and painted gloss black.

OEM Classic

The interior is where the car differs most from factory spec. Firstly, the wood-effect dash covering has been removed and the dash painted body colour. When the padded dash top was removed, it virtually fell to pieces, and as RHD replacements are pretty much impossible to find, Fiona’s brother, Richard, saved it using glass fibre before it was re-covered in vinyl.

Wave House Car Trimmers in Heybridge, Essex, was given the job of recovering the original seats using Brick Red smooth vinyl covers that Fiona chose from TMI’s OEM Classic range. Buying matching door and rear side panels made that part of the job simple. The carpets were replaced with oatmeal narrow weave, which Fiona feels is “a nice match against the brownish grey of the car.” A new headlining completed the project. Perhaps the most amazing thing about this restoration is it only took five months from start to finish, but then that’s the beauty of paying trustworthy professionals to do the work.

Since then, Fiona has been taking the Ghia to as many shows as possible, and loving every minute of it. Not surprisingly really when you hear so far she has collected trophies for Best Paint at White Noise 2015, Best Type 3 / Ghia at both Retro Dubs and Essex VW Night, Best Ghia at Alive & V-Dubbin and was a cruise winner at the 2016 Essex New Year’s Day Cruise. “I always drag my family along with me. Fortunately, Craig, my partner, and children, Jack and Josie, are into it as well. And my brothers, Rich and Dave, and their partners, are all into their T4s.” Since coming back to the scene and attending shows again, Fiona has made an interesting observation: “The VW scene now seems to be made up of older versions of those that used to be involved back in the ’80s and ’90s, along with their offspring – the next generation. From my experience, you can’t help but notice that they are all good people who love their VWs and are up for a good time.” She’s not wrong, is she? ■

“they are all good people who love their VWs and are up for a good time”

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ORIGINAL CLASSIC PARTS

VW Northwest

You don't need to live north of the Watford Gap to visit Tatton

Words and photos Andy Talbot

Of all the family friendly VW shows, this event, held at Tatton Park in Cheshire, has to be one of most, well, family friendly of all. It's run by VW Northwest Club, and with its regular annual slot of the first Sunday in August, it regularly attracts VWs from around the country.

Now in its 31st year, gone is the engine destruct that saw an engine run to destruction without oil, thank goodness; instead the vibe is caring old school with the emphasis firmly on the owner and enthusiast. Clubs are important too and you will find examples of the many communities that still make up the scene today. This event has been blessed by decent weather in recent years and this year's show was no exception. Which is just as well because I remember some shocking downpours in the 1990s!

The main focus of the event is very festival-like and full of the eclectic mix of any festival, with cars catering for many tastes. Although the water-cooled scene continues to blossom, there's still a healthy contingent of air-cooled VWs amongst the T25s, Golfs and Lupos. The show welcomes other marques from the VW stable – namely Porsche and Audi, and there's concours classes for them too. As visitors walked through the showground gates they were greeted by a line-up of VW-Porsche 914s and opposite the rainbow colours of '70s Karmann metal, a line-up of buggies. In many classes you will find stock marques side by side with mild custom, without too much snobbery. This year's Karmann Ghia class welcomed the Brazilian Karmann Ghia TC of Mark Poulton. Mark's TC took the honours for best air-cooled car at the show. It was also refreshing to see various 412s, Type 3s and Mexican, Brazilian and South African Beetles represented in Cheshire.

As in previous years, the showground was well laid out which made you want to circumnavigate it over and over. Just as well, otherwise I would have missed the '52 Beetle barnfind tucked away in a corner of the autojumble.

It's just a shame it is a one-day show, but I guess you can have too much of a good thing. ■

^ This beautifully detailed '70 early Bay was complete with a full complement of Westfalia racks. It was being sold by AH Schofield Ltd

The Autohaus Dolby Mexican Taxi. Every time you see it you spot some new detail

Simon Gallimore's 1977 Type 181 M63 went commando with its screen folded flat

Great patina and stance. The Monton and Worsley Club display included this early Split

"the vibe is caring old school"

Nigel Fleet brought his 1978 VW Westfalia complete with a period accessory Italian Garelli scooter

Mark Sketchley's use of repro KDF headlamp blackout covers worked well on his black '57. Check out the fender skirts, too. The car was rescued from Sweden and recommissioned with a narrowed beam and black Raider wheels

Headlight furniture seems to be in vogue right now

Fantastic Patina on this Colorado import early Bay. It still had an Aspen car park pass in the windscreen

SHOW REPORT
VW Northwest

This liveried early Bay panel van belongs to Rob Maxwell. It's had a 4-inch drop on Rayvern hydraulics and is pushed along by a 2276cc unit

Fire bus complete with ladders and genuine Hella roof beacon looked mint

Colin Mullins brought his matching number Indian Red '59

"Just a shame it is a one-day show"

Mark Poulton's 1972 TC went away with the show's gong for best air-cooled

A healthy turn out of Volkswagen-Porsche 914s from the 914 Registry. More evidence of their deserved growing popularity

You can't fail to notice a Ravenna Green 914, especially the multi award winning 2.0-litre car belonging to 914 guru Kevin Clarke

Carl Carruthrers's '56 Lowlight Ghia clocked up some more miles since restoration, travelling down from Cockermouth, Cumbria

Fancy this '52 Split as a winter project? There's lots to do but we've seen worse

This was no ordinary T4. It's straight from the workshops of Lancashire's the Slambassador and it's sitting on an air-cooled Beetle chassis

Westy phone cover? Good call…

Mark Tonge's '59 Karmann Ghia Coupe was running low with a Lime Bug air ride kit

Clive Cunio's '52 Type 11E appeared alongside an eclectic mix of VWs

SHOW REPORT
Beach Buggin'

> Angela Bray and Richard Davis have recently purchased this 1975 Triple White Champagne Edition Karmann cab. The first owner lived in Hawaii. Aloha!

^ 1975 Trekker T182 is an original UK RHD car, and was sold new by Pooles VW in Southsea. It's a rare barn find, stored locally since 1981 and only has 10,000 miles on the clock

Another unusual Beach Buggy was Terry Bearham's Roadster T

Matt Davis has kept things simple with his Karmann Ghia Cal-look US import

One of the day's most radically rodded cars was this Das Punk Beetle with its banded steelies, hessian doorcards and suitably period looking black vinyl bucket pews

Sharon Drewell's 1968 Beetle has recently emerged from a major two-year restoration

^ A huge amount of work has gone into John Wells's 1958 California import Split. Power is from a 1776cc engine coupled to a 1300GT gearbox. Regular trips abroad are now the norm

v Mark Stewart found his 1961 Beetle for sale on *AutoTrader*. Seven years ago it was a bit of a wreck, but a four-year restoration has transformed it. Mark has built a new 1200cc engine complete with Judson supercharger. Sweet!

This Ruska was one of the more unusual Beach Buggys on show

Beach Buggin'

Paul Bussey takes in the sea breeze on Southsea Common for this August's Buggy-orientated VW spectacular

Words and photos Paul Bussey

If the atmosphere at Beach Buggin' was bottled, we'd take sips of it throughout the winter as a kind of seasonal tonic to restore the VW spirit. Seriously though, Beach Buggin' is a hugely enjoyable event, organised by Allyson O'Connor, David Western and their BB volunteers and its seafront location makes for an excellent venue. Proceeds from this year's event went to the Amanda Fund, in memory of BB volunteer Amanda Drewry, and the Ickle Pickles Neonatal units in the Hampshire area.

Now in its 16th year, co-organiser Allyson O'Connor reckons BB 2016 was possibly the largest to date. "We had to close the show 'n' shine entries just after midday when it had got to almost 150 vehicles as we'd run out of space, such was the demand," she enthused. "The judges are all volunteers and are not connected with BB and they all follow a simple criteria that steers away from absolute correct technical specification, so there's no bias for originality. It's all about what appeals the most."

Club displays are an important ingredient of the show, with a good many attending. There's also a large trade/autojumble area, plus a huge Volkswagen visitors parking area.

In the unlikely event that you tire of being totally imbued in VWs, there's plenty of nearby attractions such as the Sea Life Centre, the D-Day Museum, Southsea Castle, Fun Fair and slightly further away, the retail shopping mecca that's Gunwharf Quays. The Spinnaker Tower is also highly recommended for the best views of Portsmouth and the IoW beyond.

Paul Ridgwell took Best Buggy, Ron Smith's 1962 Bus was awarded Best Splittie and Best of Show, Karen John's 1954 Beetle took the Best Beetle gong, while Norman Parker's Bay took – you guessed it – Best Bay. Best Rat & Rust went to Martyn Hawkes' Mango Green Split that's rat-look outside, but mint underneath. Meanwhile, Best Other Air-Cooled went to Lee Benstead. Best Vee-Dubber was Kate Mew. All awards were sponsored by JKM Motors.

Next year's show takes place on Sunday 6 August 2017, so we'll see you there. ■

Beach Buggin'

Paul Ridgwell's Meyers Manx, built by Mark Dryden at Flatlands Engineering, appeared in October's *VolksWorld* and scooped the Best Beach Buggy trophy

Type 3 Variant with Dutch Mostard Yvonne caravan made a cool retro combination

This 1972 Beetle has gone the Subaru WRX TDO5 turbo route, with upgraded cams and crank. The gearbox is custom unit built by a Porsche specialist and there's coilovers at each corner

Karen John's 1954 Beetle is a RHD UK supplied car with one previous owner

> "there's no bias for originality"

Having a go at the JKM's spark plug challenge, to see how quick you can change four plugs!

Green metalflake is the only way to go for this cute and rare Bugle Buggy

Mel Baker's Manx II was another buggy built by Mark Dryden. It's styled on VW's limited edition Marathon Beetle

Best Splittie and Best in Show went to Ron Smith's 1962 LHD Californian import. It has undergone a major restoration over the last five years. Power comes from a 1776cc engine with twin 40mm Webers, while a Vintage Speed stainless steel exhaust system makes it sound nice. Drive is courtesy of a Wright's gearbox

Sean and Jackie Kidd's 'Bertie Bus' has undergone a full restoration, including an engine rebuild. It boasts a straight axle conversion with a Beetle gearbox

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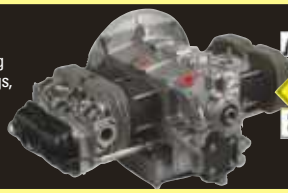

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Blue sky thinking

Start with a totally rust-free US 'shell and build it to the customer's requirements. That's been the secret to this Bournemouth specialist's success

Words and photos Ian Cushway

It's nice if you can make some pennies out of a passion, and that's precisely how Cool Campers' proprietor Gary Tarrant got started. He's been restoring Volkswagen Buses for over 20 years, working alongside his partner, Katie Martin, who has her own trimming business, Totally Trimmed, and her brother Rob. It's a close knit affair, and one that's driven by enthusiasm, a real desire to do things properly and a belief that if you start off with a solid 'shell in the first place you really won't go far wrong…

VolksWorld: **So how did the whole VW thing begin?**

GT: *"It's kind of a long story. I trained as a graphic designer but soon realised I didn't want to spend my whole life indoors, so packed it in and started doing children's seaside amusements. It was then that I discovered surfing. The natural thing was to buy a VW Camper to go away in, so that's what I did. I was then offered another Camper to do up. When it was finished, the phone didn't stop ringing – probably because I'd advertised it too cheap – and it was then I thought, 'hey, I could make a business out of doing this'. I did amusements during the summer months and started restoring old VWs over winter."*

VolksWorld: **Queue Cool Campers?**

GT: *"Yes, we got that up and running roughly 12 years ago. We began by importing rust-free Buses from the West Coast of America and rebuilding them from scratch to customers' specifications. Again, it was a case of mixing business with pleasure; obviously the surfing is*

From 2017, all engines will be freshly reconditioned units

> "a case of mixing business with pleasure"

Kitchen units are specially made using poplar ply which is light and looks fabulous. Fridge and other fittings are all top of the range

great, and trips Stateside allow me to source vehicles while I am out there. We ship them three at a time, they come directly to Southampton, then the container is delivered straight to our yard. We currently have 14 Buses in stock."

VolksWorld: **So how do you find Buses for sale?**

GT: *"Initially, it was a case of following up classified ads on the internet but now, because we've been out to the US so often, it's all become a lot more straightforward. Contacts have turned into friends, and because they know what we're looking for, often they will go and look at a Bus for us. Whenever, we're out there, we always make a point of sitting up at the bar and making conversation with the locals. There's always someone's whose cousin or neighbour has a Bus in their yard waiting to be rescued.*

We go for the dry states, like California, Nevada, Arizona – otherwise they can be as rotten as UK vehicles. We've even started getting Buses from Mexico but, er, that's a bit more involved…"

Cool Campers

Buses can be built to virtually any specification although customers tend to prefer a classic looking exterior with bang-up-to-date appliances inside

Family affair; Gary, right, works alongside his partner's brother Rob

Wonderfully retro MCJ wood-rimmed steering wheel is just one of the optional extras

VolksWorld: **Are decent Buses becoming harder to find?**

GT: *"No, but you need to know where to look. I bought a rust-free Bus over a while ago because it had been abandoned without a rear axle. I sourced all the parts while I was out there, fitted them, and got it mobile so it could be brought back. Late Bays were getting thin on the ground, then all of a sudden I've got 11. Same thing with Split Buses. They were getting really difficult to find but as we speak I've got three coming over in a container."*

VolksWorld: **So what's the drill when it comes to restoring them?**

GT: *"We start with a good, rust-free bare 'shell and go from there. We do a full nut and bolt mechanical overhaul, powder-coating parts and fitting new seals throughout so it looks virtually like new when it's finished. We talk through the spec beforehand with the customer, allowing them to decide on colour schemes and other fittings. Sometimes they come here to pick the van, but more often than not they don't get to see it until it's finished. We send progress shots to keep them up to speed, but leave the final reveal until the end. It makes for a nicer surprise that way. It can take 10 weeks, and everything, apart from the paintwork, is done in-house. And that includes the trimming, which is done by Katie. The basic price is £28,000 but you can have extras on top such as a wheel and tyre package, MCJ steering wheel, lowering and the like. You pay your £1000 deposit and the rest on collection."*

VolksWorld: **Tell us about the spec**

GT: *"I'd say 90% of our customers want a classic looking van with a more modern interior, which is why we fit out the inside with all the very latest equipment such as a Waeco compressor fridge which can run for 2-3 days on the leisure battery alone along with a comprehensive power management system. We use poplar ply for the kitchen units because it's light and looks fabulous. It is all precision cut on a CNC machine. The roofs are all refurbished and are four-birth, so we've managed to replicate what Westfalia did. What's more, for 2017, for ultimate peace of mind, all our Buses will have a reconditioned engine with a 12-month warranty."*

> "it's definitely still a good time to buy a classic VW Bus"

This is where it all starts – namely, a rust-free US 'shell. Just take your pick…

Gary's partner, Katie Martin, does all the interiors and has her own trimming business Totally Trimmed (totallytrimmed.co.uk)

VolksWorld: **So where are you different to other Bus specialists?**

GT: *"We only work on rust-free vehicles because as far as we're concerned it's the only way to do it. We won't get involved in restoring a customer's rusty UK Bus, it's never likely to be worthwhile. We'll only do a rebuild if it's a totally solid 'shell to begin with."*

VolksWorld: **How's business, is it still a good time to buy a Bus?**

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Part 5 – As time ticks by, Deluxe Metalwork reach a crucial point in the body repairs, and the mechanical bits are starting to come together on the side

Words and photos Lloyd Jackson

This month, we're covering a few more jobs on the bodyshell, and making sure some of the big mechanical parts that need rebuilding are underway so nothing can hold us up in the race to the finish line.

As I write this instalment, there's just 151 days to go until we debut the car at The *VolksWorld* Show, so it's becoming ever more critical to make sure everything is in place so we hit our deadline. As such, as well as doing everything we can in house, we've been spending a lot of time sourcing parts for the build, and dropping other parts off for reconditioning.

One of the big things we've been focussing on this month is the gearbox, which needs a complete rebuild. We delivered it in person to VW gearbox guru, Peter Englezos at Cog Box. It was an awesome afternoon meeting Pete and a great excuse for Kingsley and I to get away from the shop for the afternoon and chat all things VW.

We've also been speaking with Stefan Rossi at Air Cooled Engineering about our matching numbers 25-horse engine that he's been stripping in prep for reconditioning.

This hasn't been an easy task for Stefan, as the engine was seized and so there are a lot of parts that simply can't be rescued, which means we've got another big job on our hands sourcing a load of rare engine parts now as well.

After a two and a half hour journey to London, we arrived at Cog Box (tel. 020 8842 2580) to see if Pete can save the split case crash gearbox from our car. Pete has been building gearboxes for the last 25 years, and his knowledge and enthusiasm makes him the best man for the job bar none.

On first inspection, the gearbox looked in great shape, other than some cosmetic parts that need replacing, but, as with the whole project, we want to know everything has been checked and restored where necessary, so Pete is going to strip the 'box, have the case media blasted and then rebuild it with new bearings and seals. We will cover this process in more detail in a future issue so, for now, we leave it in Pete's safe hands, happy that's another big job ticked off our list

The all-important production numbers were revealed after using a wire brush. It's the matching numbers gearbox for our 1950 car so it's important to us to re-use this 'box and save as much as possible

< We've also been busy sourcing some of the other parts the car was missing. This 26PICT carb was picked up through a friend on Facebook for £80. The unknown condition meant it was a bit of a gamble but, other than a leaky throttle spindle, there's not much to go wrong on these, and a rebuild should be easy

> Our blast cabinet saves us loads of time

> After a clean up in the blast cabinet with a super fine glass bead media, the carb looks like new. Now it will be stripped, very thoroughly cleaned and overhauled. With the linkage parts re-plated, when we're finished it'll look like it did when it left the factory 66 years ago

< The 66-year old steering box looks like it has seen better days but we would like to re-use it so it's going to have a clean in our blast cabinet and then be stripped down for assessment. This is going to be a tricky part to rebuild as internal parts for these are extremely hard to come by. Hopefully, we will be lucky and find there are no internal issues to deal with, but we're not holding our breath

> After a clean in the blast cabinet, the steering box looks loads better. Again, we'll cover the rebuild in an upcoming issue

^ Our blast cabinet saves us loads of time when we're restoring and detailing parts. We only use this for small parts as all the bigger ones are sent to Aquabast, the people who media blasted the 'shell and chassis for us

BAG OF TRICKS

^ **Another vital part to our build has now arrived! The four-inch narrowed Dog Back Performance air beam. We were all in awe when we unpacked this as the engineering work that has gone into it is amazing**

^ **Our beam uses just one air bag mounted on the opposite side to the steering box, which turns the centre of the torsion bar in the lower tube of the beam**

1950 Split Bug

Last month we uncovered one plated over semaphore indicator hole, so another little job this month was to remove the patch welded over the other side and to re-instate the original recess

Amazingly, whoever welded them up left the original ribbed semaphore in place! Sadly, this one is unusable as, with these parts going for about £350-£450 each, they're another expensive item on our to-buy list

> "Semaphores are one of the things we adore most about early VWs"

With the old semaphore removed, the recess was tidied up and we mocked up a new, later-style semaphore to check fitment. Semaphores are one of the things we adore most about early VWs so they have to be right, and have to work

Another part we have bought for the build was this early Split Bug ribbed door from Steve Walker. It looks okay, but it needs some love on the lower inner frame and outer skin

First job was to brace the door and then cut off the rotten portion of the inner frame. In the past this would have been a tricky repair due to the ribbed pressing in these early doors

But a lower door repair panel from Virtanen Restoration Panels in Finland made light work of the job. Virtanen is the only company that makes repair sections for these doors and the quality and fit are excellent

Once the lower door repair was complete, the door was re-fitted to check alignment. The door gap and swage line looked bang on, so we will now send the door out for media blasting. Remember what we said in a previous instalment about blasting though. Doors are very susceptible to damage by an inexperienced blaster, so our advice is to bare metal the main exterior panel by hand and just have the edges and frame blasted

^ Moving on to the offside rear quarter, more body repairs are needed here

^ Once the rusted area was cut out, we epoxy primed the inner frame and used a copper weld-through primer where we will be welding in the lower repair panel

^ This time we handmade the necessary repair panel, making sure the three drain hole pressings are exactly the same as the original panel we cut out. Here it is fitted with the initial series of tack welds made

< Keep moving about the panel, placing tack welds as you go to avoid excessive heat build up. Once welded in, we used the air mini grinder to linish the welds. Again, work carefully and move about the panel

> With the repair panel in place, we then needed to address some panel damage about 50mm above our repair. We used a heat and shrink method to address the stretched metal

^ > The process involves applying heat in a very small area and then cooling it instantly using compressed air. This rapid heating and cooling causes the metal to shrink and tighten. After several heat shrink spots, we had pretty much eradicated the ripple that was in the panel, so it is now ready to be detailed

^ After detailing, the quarter panel is nice and straight again, just how we like it. This side is starting to look really nice now

RESTORATION SERIES
1950 Split Bug

Another part of the car that has seen some love since last month is the offside rear wing. It's the original one that was on the car, hand dressed back into shape and ready for some detail work. We had to repair the inner mounting edges and re-shape the recess where the rear light holder mounts

As you can see, the lower rear 'corner' was pretty beaten up and had this fatigue split. Damage like this is common on early wings, especially if they have been kinked, and the only remedy is to re-shape and carefully weld up

Both rear wings were given the same treatment and are now ready for a final detail

A simple but time consuming job was the offside lower a-post repair. Again, this is a job we have already covered on the other side, so we won't go into as much detail here. Here it is with the outer skin removed, exposing the inner strengthening panel…

…and here it is with the new old stock a-post panel we picked up at Lavenham mocked up in place. Naturally, being a genuine panel, it fit like a glove, so a quick blast in the cabinet and it was ready to weld in place

After the lower a-post panel was welded in, we then needed to fit a new heater tube from the heater channel up to the dash air vent. For this we used a piece of flexi pipe from Virtanen Restoration Panels. If you don't do this at this stage, you will never properly access this area again

Here's the offside front inner wing repair panel welded in at the top. Note the copper weld-through primer and self-tapping bolts holding the panel in place at the bottom. The row of holes are to plug weld the panel's lower edge to the heater channel

Once welded, the plug welds are ground down and then gone over with a single sided spot welder to give a factory look to the repair

> Next on the metalwork hit list was the fuel tank to dash support panel. Again, we knew this was going to test our skills as there are no repair panels available for this section, and ours was toast, with evidence of a nasty former repair, too. This time though, rather than make a panel from scratch, we sourced a body cut from an early Oval

< To begin with, we cut the original panel out but, before we could weld any new metal in, we had to address the lower dash section which, as you can see, was also peppered with rust holes

> To remedy this, we made a repair panel by hand and welded it in. Quite pleased with this one, it looks like it was never touched

< And here's the Oval body cut welded into position and detailed. Note how it has the same pressings as the original panel shown at the top

< Before we could finish the fuel tank to dash support panel repair, the front bulkhead / firewall panel needed to be spot welded to the area that meets with the Napoleon's hat section on the floorpan. At this point, we did a quick calculation and reckon we have completed around 70% of the necessary metalwork

> Lastly for this month, we move onto the front section of the body. Though it was far from pretty, it was easy to repair thanks to some excellent panels from the talented Wolf Parts and Virtanen Restoration Panels

^ As usual, things have to get worse before they get better, so the first job was to cut off the old valance. Then, it was time to remove the inner spare wheel well panel, which again was riddled with rust and badly out of shape

^ Working off the car, we spot welded the lower spare wheel well panel and front body to beam support panel together, ready to be welded back into the body as one piece. Note extensive use of copper weld-through primer here. If you do not use this between your joint seams, rust will quickly start to form

< A nice, easy repair this one. The Wolf Parts panels fit so well that it's just a case of offering into place and spot welding together. That's another big section finished – happy days

Next month. Hopefully, if all the parts arrive in time, we'll take you through the rebuild of the 25-horse engine that, last time you saw it, looked like the Titanic's anchor!

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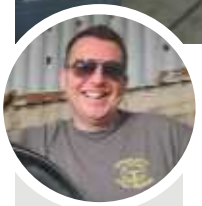

^ Just when things were moving along nicely with Cathal's Cal Looker, he got a phonecall telling him his floorpans were shot

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Beetle collector

CARS OWNED: GT Beetle, '77 Cal Look Beetle

WORK THIS MONTH: replacing the floorpans, assessing rusty body panels

The Air Attack Warning!

Cathal gets an unwelcomed phonecall regarding project DayGlo

It's far too easy to get comfortable on a Saturday morning, especially in winter, but I just have to get up and hit the minty highway for Castledermot in Kildare, two hours east of my comfy bed!

Like most of you I also only have Saturdays to play with my VWs but I'm very lucky that DayGlo is in the capable hands of Jon White and his team of merry men at VW Spares who work on my car during the week and then let me play in the workshop on Saturdays. Trevor Brady, (who called me a friend until I dropped DayGlo off at his house saying, "sure it'll only need a small patch weld on the gutter and a door pillar") has done an amazing job on all of the visible welding, and after Brian Kinsella blasted away what was left of the paint only a handful of tiny rust holes appeared on the body and none on the 'pan so all was good in my little Volksworld!

That was until last Monday when Jon rang. Jon never rings anyone. He's not one for a Wednesday afternoon cuppa and chat! When Mr. White calls, you hear his soft English accent change to that of an air attack warning. Bombs are about to be dropped and they're aimed at my wallet!

Boooooom!

"Hiya Mate. Your floorpans are toast," was how it went. I (nervously) laughed thinking his short and sweet opening line was a joke because I'd only seen my solid rust free floorpan last week. How wet has our climate gone? It turns out that although they looked solid, when Jon poked around a bit the metal was very weak. There were a few pin holes but no gaping chasms that would turn DayGlo into Fred Flintstone's daily driver but the metal was weak which raised the question: to change or not to change? After talking it through with Jon we decided that since I'd gone this far on what was supposed to be a simple 'tidy up' job two years ago I might as well do the right thing. So, last week Tom Roberts set to work removing the old floorpans and replacing them with new metal. I can now say that the chassis is 100% rust free and even the inside of the tunnel is rather spiffing and clean too.

I want to use DayGlo in comfort and not worry about every ping from a stone

'77 Cal Look Beetle

Cathal took the plunge and gave the go ahead for new floorpans to be fitted. They've been sealed top and bottom, etch primed, primed, then treated to a coat of stonechip paint

The entire 'pan was painted gloss black to give it a factory look

"Hiya mate. Your floorpans are toast..."

Passenger door wasn't as good as Cathal remembered so he's ordered a new one

Bonnet is just too far gone but luckily there's another stashed in a barn that can go on

on its underbelly so with that in mind we seam sealed the floorpans top and bottom, etch primed them, then primed, stonechipped and finally painted the entire 'pan in gloss black.

My kingdom for a door

The bodywork is next and I've got a shopping list. I replaced the passenger door with one from my stash but after blasting it isn't as good as I'd hoped so Jon is ordering a new one. The original bonnet is going to require too much repair work but I'm pretty sure I have a new bonnet in Graham's barn so it's off to the loft I go.

Brian has started blasting the beam, gearbox and the ATS rims so the 'pan should be nearly built up in a week or so. Next time I'll bring you an update on the bodywork but I really hope I don't jinx things by saying that. ■

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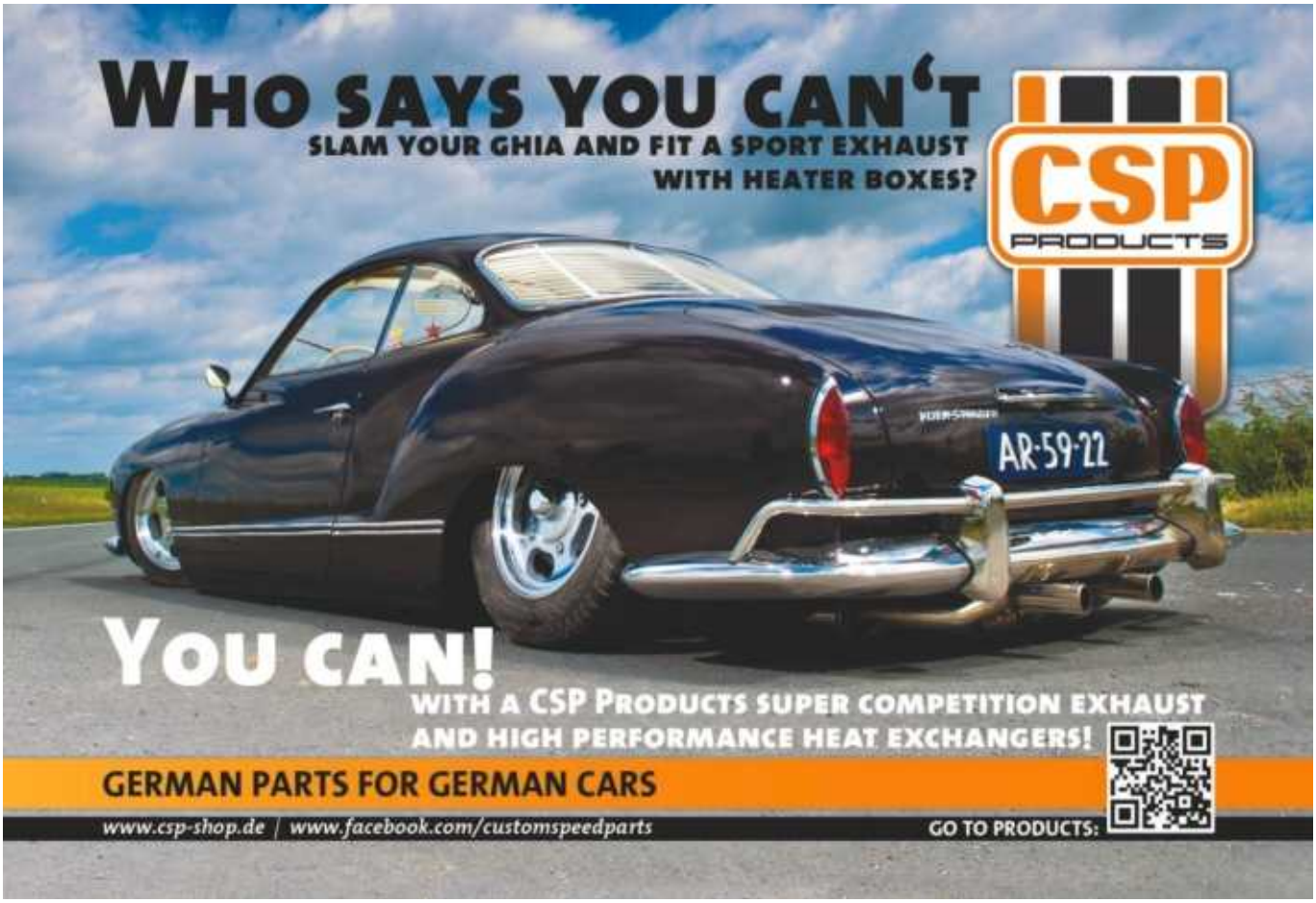

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Now, this is what you call cheap motoring!

The wheel thing

Ian gets his hands oily, again, and buys some cheap rims

OWNER INFO

NAME: Ian Cushway

OCCUPATION: Editor

CAR: 1968 1500

WORK THIS MONTH: oil change, buying a new set of wheels

Silly isn't it? With all the jobs left to do on the Beetle, I go out and buy some different wheels. Well, despite what you might think, there's method in my madness. The tyres on my car were different on every corner and the sidewalls horribly perished so I was looking at a pretty hefty outlay in any case. It seems original 155x15 tyres are becoming harder to find and I was in the process of looking for an alternative sizing when I stumbled on a set of Flat4 BRMs on the same classified site that I originally sourced the Beetle, www.leboncoin.fr.

They were being sold locally and had Firestone tyres fitted with a decent amount of tread left on them. Best of all, they were only €300. I went to take a look, pointed out the corrosion under the lacquer and haggled the seller down to €270. One's missing a dust cap, but they're now on the car and all's good. I'd like to say they've transformed the look, but because for some reason there's a faintly ludicrous amount of positive camber at the rear and acres of space between the tyre and the 'arch at the front, the visual gain is marginal. More work needed here, methinks.

Ian paid €270 for four BRM-style wheels with tyres. Two are good, the other two have some corrosion where moisture has got under the lacquer

Going oil the way

Flitting around between jobs, I decided to treat the Beetle to an oil change, having run the engine for a few moments first to thin the oil. This is a job that always fills me with dread because invariably one or more of the studs holding on the sump plate will shear. However, this time I was lucky and they all undid without any such issues, and the thick, black oil slowly began to drip into the container I'd placed below. Carefully using a screwdriver to prise away the strainer, I managed to get everything apart. And what a mess. Goodness knows when the oil was last changed, but judging by the amount of

Wheels look better but there's a long way to go until Ian gets the stance right. Check out that faintly ludicrous positive camber at the rear

Given that VW's air-cooled engine relies so heavily on oil to keep it cool, the state of the strainer was appalling

Thankfully, no studs were sheared during this process

While older Beetles did have central sump plugs, later ones like this didn't, so someone has DIY modified the sump plate on Ian's car

> "Goodness knows when the oil was last changed"

This looks a lot healthier. It took ages to remove the gasket sealant, which is totally unnecessary

Ian used Morris Goldenfilm SAE 30 monograde. The Beetle takes 2.5 litres

black gunk I doubt if it was within the last few years. Someone had applied gasket paste to the paper filter, which is entirely unnecessary, so that had to be scraped off at the same time as cleaning the filter. Needless to say, I had to carefully hammer the outer edge of the strainer back into shape after the thin aluminium buckled while trying to get it off.

It was only when cleaning up the sump plate that it dawned on me why there was so much debris sitting on the top of it. It was the type with a central drain plug and the previous owner had obviously drained the oil without removing the plate and cleaning the filter. It's a lazy solution as far as I am concerned.

With a fresh new paper gasket fitted and new oil inside, I'll run the engine for 100 miles or so then take the whole lot off again and do another oil change as a precaution. When checking the level on the dipstick I re-discovered one of the joys of owning a petrol car. New oil is always clean, while diesel oil is always black – even when it's just gone in.

Feeling floored

Of all my pet hates, naff fitting, worn, aftermarket carpets are one of the most irritating. I like things nice and simple so I grabbed a pair of scissors and started cutting away the threadbare, and frankly pretty ghastly, black carpets. A bonus of doing this was it allowed me to get a good glance at the condition of the front heater channels and I am relieved to report they're actually in pretty good nick. I'd like to get some rubber mats, so I'll keep a look out for some at the next show I go to.

Ian's pet hate is rubbish fitting aftermarket carpets, so these had to go

Next, I tackled the area under the rear seat using a vacuum cleaner to rid it of dust, followed by a rigorous going over with a wire brush to dislodge the more robust dirt and grime. I even found a few Portuguese coins in the process, not that they're likely to be worth much. There's been a plate let into the nearside of the floorpan, but otherwise the condition is good – although I will need to invest in a new insulating glove for the heater pipe that feeds hot air from the rear into the heater channels.

Now all that's left to do is continue on my quest to get it through the French equivalent of an MoT, which will represent a step further towards actually putting the car back on the road. ■

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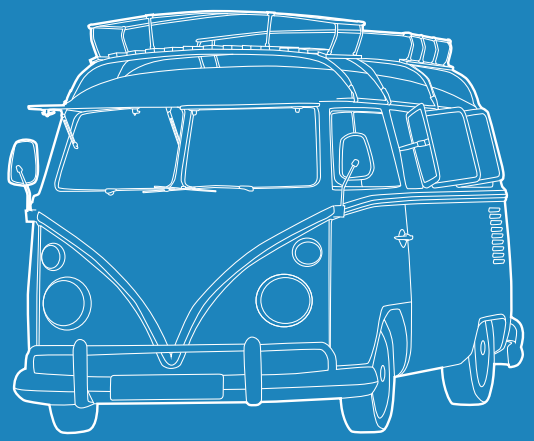

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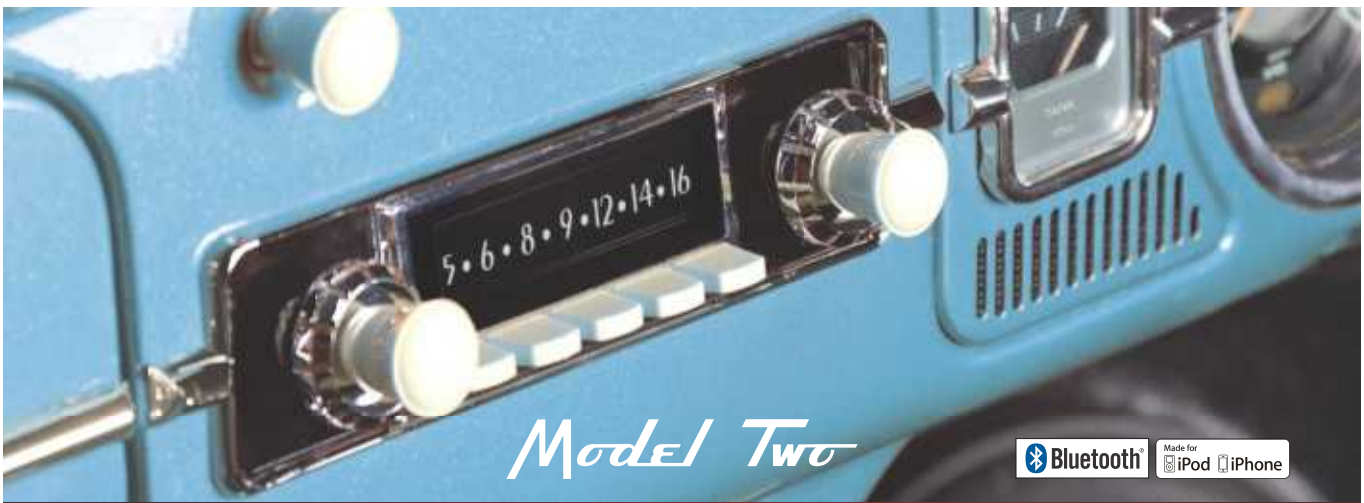

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VOLKS WORLD

Here's what's coming up in the February 2017 issue of *VolksWorld*, on sale Friday 16 December

My friend's electric

The ultimate way to future proof your classic? We investigating the feasibility of fitting an electric motor in your VW

Don't miss it!

Just Kampers

We drop in on the Hampshire-based parts specialist to learn about their quest to supply only the best, original parts – and find out more about the panels they make in-house

Fuel tank replacement

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A back-to-basics guide to help you solve your rough running issues

Words and photos Mark Walker

Air-cooled VWs have always enjoyed a good reputation for bulletproof reliability and will often soldier on bravely, despite mechanical problems that would see most cars sidelined. With this in mind, many owners never feel the need to carry out regular servicing, or fault finding, choosing instead to drive them until they stop. Disgraceful as it sounds, that's just what happens.

Of course, even the best maintained and serviced cars can have their faults, with cutting out, flat spots, loss of power and backfiring all traits old VWs can possess. But why put up with this when there's simple steps you can take to get your pride and joy running sweetly again? Here's a guide to point you in the right direction when it comes to sussing out what's wrong, and how to put things right again.

JOB INFO

TOOLS NEEDED
Flat blade screwdriver, 10mm and 13mm spanners
TIME TAKEN
4-6 hours
COST DIY From £0 for parts and materials
PRO approx. £150 parts and labour

01 VALVE CLEARANCES One thing that tends to get overlooked until the engine is hot and stranded at the side of the road is valve clearances. Strictly speaking, these should be checked every 3,000 miles and only when the engine is cold. To check, pry off the spring clip and remove the rocker cover. Expect to catch some oil with a rag. Now, remove the distributor cap and turn the engine until it is at top dead centre (TDC) on number one cylinder. You will see the notch in the rotor arm line up with the notch in the distributor body when the engine is in this position. You will also see the notch in the lower pulley line up with the join in the engine case.

With this done, slide under the car on the right side (RHD driver's side, LHD passenger side) and get in position at the cylinder furthest forward. This is number one cylinder. Slide a feeler gauge with a thickness of 0.15mm or 0.06in between the rocker and valve stem. If it is loose or tight, then you will need to adjust, by loosening the 13mm nut and using a flat screwdriver to wind the valve adjuster in or out. Then tighten the 13mm nut and check again. Moving to number two cylinder, turn the engine backwards 180 degrees (it helps to make a mark at the bottom centre of the lower pulley, so you can locate this easily). Continue in this way for the other two cylinders.

02 CHECK COIL

A weak spark can cause all kinds of poor running issues, so it's best to check the coil first. Make sure it is cold, have a fire extinguisher handy and ensure there is no fuel around in the engine bay before proceeding. Also be aware of the extreme high voltage produced by the coil and be sure to use insulated grips and rubber gloves. First ensure 12V is going to the coil (the terminal marked 15 is the positive side of the coil and the terminal marked 1 is the negative side). Turn your ignition on (do not start engine) and put a test light on the coil – one side to positive, the other to negative. The light should illuminate. Next, turn off the ignition and pull the lead out of the centre of the distributor cap. Using insulated pliers, hold it about 1cm from one of the metal clips that hold the cap on. Have a friend crank over the engine. There should be a nice blue spark bridging the gap. If it is yellow, or difficult to see, then the coil winding may be giving out.

If you have an ohmmeter / multimeter, you can do further checks. Firstly, remove all the wires from the coil, then attach the red and black terminals of the meter to the positive / negative on the coil. The reading should be 3-4.5ohms. If the coil is bad, it will show a higher reading. Next, put one of the multimeter terminals into the centre of the coil and one onto either one of the terminals. You should get to see a reading of 9,500-10,000ohms, maybe lower. A reading of 11,000ohms or more, or a reading of zero, indicates a bad coil.

03 DISTRIBUTOR

Most air-cooled VWs came from the factory with a vacuum advance distributor. The vacuum is helpful, in that it advances the timing slightly just off idle, so makes for a smoother pull away. However, many owners fit a Bosch 009 or similar, with a mechanical advance. These run okay on stock engines, but are really meant for use with aftermarket dual carb set ups. The problem is they are slower to respond to load changes, which can produce a flat spot upon acceleration. If you have a stock carburettor and otherwise stock engine, then a vacuum advance distributor is best and, as they are now available new again, there's not really any reason to run a 009, unless you have dual carbs. The vacuum can on a vacuum distributor takes the vacuum from the inlet manifold via a steel tube, with a rubber vacuum hose on each end. Ensure the hose is not perished, or brittle, as this will cause a leak. To check the vacuum can is working, remove the distributor cap, rotor arm and dust shield, if fitted. Now remove the vacuum hose from the carb end and suck on it; you should see the plate that the points attach to in the distributor move, then return once you stop sucking. If this doesn't happen, it is likely that the diaphragm is ruptured. You can replace the vacuum can without replacing the whole distributor.

04 POINTS / CONDENSER

If the points and condenser haven't been replaced for a while, it's probably a good idea to change them. There are several different types of model and year specific points and condensers, so you will need to work out the type of distributor you have before purchasing parts. Check the shape and location of the condenser bung that inserts into the distributor body if unsure. Many people replace the points and condenser with an electronic ignition module, thinking it will be maintenance free and solve all ignition woes. I used to be one of these people, until I had a couple of units fail. By all means use an electronic ignition module, but carry old school points and condenser too to get you out of a fix, should it fail. While you are inside the distributor, check the ground wire to the base plate is intact and in good condition.

Cure rough running

05 IGNITION TIMING A poorly timed VW can cause a lot of problems and can even lead to the early demise of an engine. Many consider ignition timing a dark art and some VW mechanics don't even take the time to identify the correct timing setup for the distributor in front of them. There is a vast array of different distributors, each with their own timing setting. John Muir's book *How To Keep Your Volkswagen Alive* comes up trumps again here, giving a rundown of all models and their timing settings. You can set up static timing to TDC, but why wouldn't you invest in a timing light and set the timing accurately when it's so crucial to your engine's health?

06 IGNITION PARTS If you haven't serviced your car recently, then the ignition system is a good place to start. Try to specify quality German items, as some cheaper parts aren't fit for purpose and may do more harm than good. If your service items are new and good quality, there are a few things you can do to confirm they are working correctly. Have a good look at the rotor arm to check it is all in one piece and the contacts are clean. Also, check the spring inside is intact. Now look inside the distributor cap. The carbon contact is on a spring and this should be functioning correctly, otherwise it won't make contact with the rotor arm.

HT leads can degrade inside and break down; this often happens with one lead, so the problem can be diagnosed by swapping leads around.

Spark plug colour can tell you a lot about your engine. A light brown indicates a good running engine. Heavily fouled pugs indicate a problem in the fuel / ignition systems.

07 FUEL PUMP There are a few different types of fuel pumps and different brands, but the main difference is that a fuel pump for a dynamo takes a 108mm pushrod and an offset pump, for an alternator, takes a 100mm pushrod. If you have the wrong pushrod, the engine won't run, so make sure you buy the correct pump and pushrod configuration. Some aftermarket pumps have a pin that holds in the foot of the pump, which can work out, causing the pump to malfunction. Worse still, some pumps have a plastic foot, which wears quickly. To test the operation of the pump, remove the fuel hose to the carb and have someone crank the engine over for only a second or so. You should see fuel pumping out. Caution: do not do this near a hot engine and have an extinguisher handy. Some pumps can create too much fuel pressure, leading to over fuelling of the carburettor, causing running problems. To check this, you will need to buy or borrow a fuel pressure gauge. For a standard engine pressure should be around 3-3.5psi. If it is higher, you will need to regulate it by adding extra gaskets under the base to reduce the relative throw of the pushrod.

08 CHOKE ADJUSTMENT VWs from 1961 on came with an automatic choke. This is actuated by pressing the accelerator pedal once with ignition on, before starting the engine. The choke uses a bi-metallic spring to reduce the air intake into the carburettor, enriching the mixture. If the choke is poorly adjusted it can make the car hard to start and cause poor running. To adjust, the engine must be cold and you will need to remove the air filter. Remove the three screws that hold the choke onto the body of the carburettor. Be careful not to drop any of the small spacers as you remove the choke assembly. Now, you can re-install the choke back onto the carb, ensuring the hook on the bi-metallic spring hooks around the choke shaft lever. Once this is done, install the screws and retainer and snug the screws up finger tight. Now, turn the ceramic element until the mark on the element lines up with the middle mark on the housing. With this done, turn on the ignition and press the accelerator pedal once. Now start the engine with the air filter still off and go and look at the top of the carburettor. The butterfly should be closed and the stepped cam on the throttle lever side of the carb should be down fully, meaning the throttle is being held open by the choke. Now wait a couple of minutes for the engine to warm up and you should see the choke gradually start to come off, until it clicks off altogether. If this doesn't happen correctly, you can loosen the screws and adjust the choke slightly, then wait for the engine to cool down and try again.

09 UNBLOCK HEAT RISERS

The inlet manifold can suffer with a couple of problems. The heat riser tubes that carry heat up from the exhaust system, to prevent the inlet manifold from icing, can become blocked with carbon, meaning the car starts to suffer with carb icing or incorrectly vapourised fuel. The only solution to this is to remove it from the car and attempt to unblock it. I've tried everything from heating and blowing with compressed air, to using an old piece of cable on a power drill over the years, with varying degrees of success. Sometimes, a manifold has to be set aside and a new one sourced as, despite best efforts, the carbon refuses to budge.

Occasionally, if you have an aftermarket exhaust, the pre-heat holes in the exhaust will not have been drilled out, so you will need to remove the manifold and drill the holes in the flanges.

10 CHECK FOR AIR LEAKS

If the inlet manifold is improperly sealed, or the ports on the manifold or carb ports aren't blocked off correctly, then you may have an air leak. Air leaks will cause the engine to run lean. This will likely present itself as poor idling, flat spots and stalling, especially when releasing the throttle, or slowing down after a fast run. One very common place for an air leak is the throttle shaft on the carburettor. The carburettor body wears out of round here on high mileage / old carburettors and this causes an air leak. If this is the case, rather than changing the carb, you can purchase kits to install bushes here, curing the leak and poor running problems.

Other common places for air leaks are where the carb bolts onto the manifold, where the manifold bolts to the cylinder head and, on dual-port engines, where the rubber boots connect the centre section of the manifold to the end pieces. Even if the gaskets have been installed correctly, the mounting flanges can be warped, due to excess heat. Sometimes you can rectify minor warping by filing the mating flanges with a large flat file.

If you want to identify where the air is leaking, buy a can of Easy Start, then, with the engine running, periodically spray it around the common leak points. If there is an air leak, the engine should pick up / run faster for a few seconds.

11 CHECK CARBURETTOR

The carburettor on an air-cooled VW is relatively simple compared to modern cars, but there's still a lot that can go wrong, either causing poor running or, worse still, stopping the car running at all. As there are so many different types of carburettor, there isn't enough space here to cover everything. We will cover the Solex PICT range of carburettors in detail in an upcoming guide but for now, here are a few things to look for.

The first thing to check is that the main jet is free. The jet can be accessed by removing a brass threaded plug on the side of the carb, then using a flat screwdriver to remove it. Blow the jet through with compressed air, or just blow through it if you don't have compressed air. You should be able to see if it is obstructed. Next, if your carb is 1967 or newer, you should have an idle cut off solenoid mounted on the side of the carb. This is to cut off fuel to the carb when the ignition is switched off. If this is sticking, it can cause running issues.

To test, turn the ignition on (do not start engine) and remove the wire from the end of the solenoid, then touch it on the end again. You should hear a click. If not, replace the solenoid.

Inside the top of the carb (you will need to remove the top of the carb), there is a float needle valve. It directs fuel into the bowl of the carburettor and regulates the level of fuel in the bowl. If this is sticking, it can cause erratic fuel delivery. New float needle valves come with all good carb rebuild kits.

Lastly, you can check that the accelerator pump is squirting fuel into the throat of the carb correctly through the small injector tube. This can be done with the carb removed from the car and the bowl of the carb full of fuel. Pull down the throttle arm and you should see fuel squirting out of the injector tube. If not, remove the tube with pliers and blow out with compressed air, or flush out with solvent.

If you have systematically worked through all these steps and you do not have a smooth running engine, there may be something more serious wrong so consult a professional VW mechanic. Otherwise, enjoy your VW motoring.

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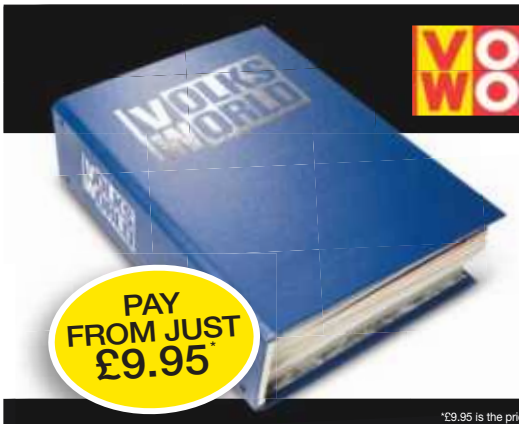

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CARS FOR SALE

BEETLE

1972, £4,500 ono. Good condition, drives well, alloy wheels, alarm, new floor pan fitted in 2010, have owned for the last 12 years, MoT till November 2016, reluctant sale. Staffordshire. 07895 675997

BEETLE

1970, 84,360 miles, £4,250. 1200 cc, good condition, restored 2009, photos and receipts. Flintshire. 01352 757708

BEETLE

1972, £3,700 each. 1300 deep amethyst. MoT till Nov 2016. Have owned for 12 years. 13035 Porsche blue. No MoT. Garaged, have owned for 6 years. Both in good condition. Reluctant sale. Staffordshire. 07895 675997 (PB)

BEETLE CONVERTIBLE

1968, £16,000. LHD, absolutely immaculate. Upgraded by WPS and Paint box Metal work. Original and outstanding. Cog box IRS, receipts for 30K, mechanical upgrades. Type 4 1911cc, 45 dells, 911 fan, MoT and taxed. Surrey. 07971 276445 (RA)

CLASSIC BEETLE

1973, £4,150 ovno. 1600cc two door saloon. Twin Kadron carburettor (re-tuned). New twin pipe German exhaust system (quieter). Better quality. Special 8 spoke orange wheels, new distribution cap. Leads - points - plugs, new battery - 1 gallon V/W. Engine oil, new Halfords hydraulic car jack (unused). Complete weatherproof car cover, full service history. A good wax polish will give it the wow. MoT valid until May 2017. Solid car, no rust. Panasonic car radio. Chassis number 1332314905 and engine number AD71138. London. 020 8245 1542 (LH)

G60 CORRADO

£5,250. Owned by myself for 14 yrs. Just 95700 mls with Service history. Genuine car with NO modifications or upgrades. 07970 760029 (RA)

HILL CLIMBER

£1,200. Based on VW Beetle, day time, MoT, no engine, hence price. Essex. 07704 085826 (RB)

POLO

1995, 36,000 miles, £2,500 ono. Excellent condition, good runner. Service history & MoT. Manchester. 07945 831806 (LH)

CARS WANTED

RUDOLPH SPORTWAGEN OR LEGEND GHIA

Wanted. Depending on condition, bodywork must be in good condition, will accept mechanical defects, price according to condition, probably 95-2002 model which is a copy of original 58-72 model. Cambridgeshire. 01954 261074

CAMPER VANS FOR SALE

AUTOSLEEPER TALISMAN 2

1988, £6,500. 2 berth campervan, Talbot based. 2 ltr petrol, manual. Excellent condition inside and out. All mod cons, fridge, toilet, oven, heater, water heater, thermostat, overhead storage, onboard fresh and waste water tanks. Staffordshire. 01922 412564 (RB)

CAMPER

1979, £18,500. Fully restored, inside unfinished, no rust, lots of new panels. Northants. 07585 300370 (LH)

SPLIT SCREEN VAN

1964, £POA. Having been imported from Norway in 2006 and registered in the UK. MoT until late August 2017 and tax exempt, this van is about as perfect as you can get. 07527 568324 (LH)

T5 CAMPER

2007, 79,800 miles, £14,500. 1.9 Pendle remap. Complete service info. Rear view camera. Duel passenger swivel seat. Tested rock n roll bed all leather trimmed. TV and DVD. Waeco fridge. Smev sink and hobs 240 and 1 2V electrics. Awning and detachable tow bar, etc. Derbyshire. 07855 345036 (PB)

VW REIMO T4 CAMPERVAN

1995, £10,000. 4 berth high pop top with bed. Variotech rock and roll bed. Cooker, fridge, sink. 3 way zig power unit. Bottom half respray. Engine rebuild 2014. Garaged. 12 months MoT. Derbyshire. 07734 128314 (PB)

VW T2

1976, 48,000 miles, £9,000. Fully rebuilt. Rock and roll bed. Day van. Some surface rust but runs like a dream. 1800cc Super Street Engine. Double sliding doors. Devon. 07771 357733 (LH)

VW T2

1973, £POA. Tax exempt. MOT July 17.Extensively restored inside and out. New engine, clutch, exhaust, gearbox,interior, pop top roof. Loads receipts. Ultra reliable head turner. Includes air awning. Essex. 07870 814077 (RA)

VW T25 VANAGON

1983, £2,000 ovno. Project for enthusiast, American import, lhd, 1.9 petrol, slight panel damage, not run for two years, rock n roll bed, captains chair, new awning, many extras. Derbyshire. 07896 277758

VW TRANSPORTER 78PS

1986, £5,000. D,1.9. white, petrol. Conversion by Mayfair. MoT Tested until June 2016. New Dash Panel and Speedometer. Renewed 4 Suspension Ball Joints. New rubbers fitted to Tie Bars. 240v Hook Up. Cycle Rack. East Midlands. 01246 569778 (HR)

WESTFALIA (SO67)

1968, 98,000 miles, £16,750. Campmobile Campervan.LH Drive, Imported from Texas in 2008. Partial respray at that time. Lots of original features. Many new parts fitted including new gearbox, clutch and exhaust last year.Very reliable, good looking camper ready to go. North Devon. 07733 118775 (LH)

PARTS & ACCESSORIES FOR SALE

GOLF MK 3

1997, £40. Tyres 175/70/13, four together with wheels and centre caps. Just passed MoT. Collection only. Tyne And Wea. 07890 372355 (RB)

STARTER MOTORS

£POA. 350 Chev, £70. VW Beetle £15. Ford Pinto £15. Working when removed. Collect or plus post. Gloucestershire. 07811 515622 (RA)

APOLLO ALLOY WHEELS

£625. 19" Set of four c/w centre caps and part worn tyres with good tread. Wheels were refurbished earlier this year. Herefordshire. 01989 566350 (LH)

CELTIC ALLOY WHEELS

£195. 17" Set of four c/w centre caps. Wheels have minor scuffs or other age related marks. In very presentable condition, though not perfect. Herefordshire. 07833 456450 (LH)

VW CAMBER VAN

1972, £POA. Various parts: repair manual, gear lever, clutch assembly, throttle cable, piston and con rod. Wilts. 01793 876173

VARIOUS PARTS

Corsair doors (3) for restoration. Also Acclaim o/s/r door complete. Also Beetle engine lid and selection of repair manuals. - UK and foreign. Bedfordshire. 01234 213871

(RA)

VOLKSWAGEN POLO MK2

1988, 43,000 miles, £Offers. Petrol engine + gearbox. 1 litre engine plus gearbox for sale. Still runs fine. North Wales. 07518 510882 (LH)

VW TYPE 2

1972, £45 pr. Gen, Devon R+R seat/bed cushions, ex con. Gen. Devon buddy seats, ex con, £45 pr. 1,600cc oil bath air cleaner, complete, good condition, £10. Derbyshire. 01298 79316

MISCELLANEOUS FOR SALE

'123 LOD' NUMBER PLATE

£offers. Registration for sale please call with offers. 01915 369954 07742 859279 (RA)

'50 LOD' NUMBER PLATE

£offers. Registration for sale please call with offers. 01915 369954 / 07742 859279 (RA)

'X5 CDR' NUMBER PLATE

£offers. Registration for sale please call with offers. 01915 369954 07742 859279 (RA)

CUSTOM SCALE MODELS

£POA. Scale model for your car. 07565 090264 (LH)

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£45 each. 4 draw file cabinets x4, VGC. Kent. 07531 716738 (LH)

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2012 VW T2 Danbury Rio 4 Seat Classic, 35,105 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof & more. Brand new camping interior. **£35,695**. Ref: 2763

2008 VW T2 Danbury Diamond 5 Seat Classic, 52,500 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, raising roof & more. **£29,995**. Ref: DKA

2013 VW T2 5 Seat Classic, only 9,540 miles, 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, sink, leisure battery, high spec CD radio & more. **£30,995**. Ref: XDM

2010 VW T2 5 Seat Classic, only 18,089 miles, 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, leisure battery, full vinyl trim with matching door cards, raising roof, alloy wheels & more. **£29,995**. Ref: DWW

2015 VW T2 Danbury Rio 4 Seat Classic, only 5,100 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, roof bed to make 4 berth, alloy wheels, power steering & more. **£47,995**. Ref: BXW

2012 VW T2 Danbury Diamond 5 Seat Classic, 28,000 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, roof bed to make 4 berth, power steering & more. Brand new camping interior. **£46,495**. Ref: SRZ

2004 VW T2 Danbury Rio 4 Seat Classic, 46,250 miles, 1.6 air-cooled petrol engine, 2 burner hob, grill, sink, fridge, leisure battery, 240v mains hook up, raising roof, alloy wheels, power steering & more. **£29,995**. Ref: MFO

2015 VW T2 Danbury Rio 4 Seat SE, only 1,645 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, leather trim, full chrome exterior, power steering, alloy wheels, custom painted dash & much more. **£51,995**. Ref: OMW

2009 VW T2 Danbury Rio 4 Seat Classic, 22,636 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, roof bed to make 4 berth, alloy wheels, leather trim & more. **£33,995**. Ref: AEK

2013 VW T2 Kombi People Carrier, 37,000 miles, 1.4 water-cooled petrol engine. Ideal base vehicle to use as a people carrier or to turn into a campervan. Prices start **from £18,995** as a people carrier, prices start **from £33,295** as a campervan with raising roof.

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Remains of the day

Robin Wager remembers his former boss, his disturbing eating habits and a brief contretemps with VW in the '70s

If the name *Safer Motoring* means anything to you then, like me, you've been around VWs for a good few years. The magazine with that not particularly exciting title was launched in 1961 by a former Fleet Street journalist named Bob Wyse, and one day I became only the second editor in its history. But that had been preceded by a spell working for Bob, after he turned up on our doorstep one day to offer me a job as assistant editor.

To walk through the door of the terraced house in Cirencester which served as an office was, I quickly discovered, to enter a parallel world.

In the centre of a large grease stain on the main office carpet was an electric grill, on which Bob would occasionally persuade one of the girls to cook him breakfast. For added flavour, he kept a large tin of dripping in the toilet!

"even when Volkswagen's MD tried to restore some sense, he stonewalled"

He lived on junk food which, sadly, would eventually prove his undoing.

The prime constituent was Angel Delight, especially the strawberry flavour, which he would make up at any time in his 24-hour existence, leaving an appalling mess in the washbasin. He also had a penchant for gooey cakes, the creamy filling spreading quickly over him, his clothing, the desk and anything in its path.

Any more healthy food would have seemed unlikely, but I recall Bob once sending out for 10 large oranges, which he devoted himself to devouring, one by one, over a period of about an hour. The state of the man, and indeed most of his office, at the end of that time is best left to your imagination.

It was soon obvious that Bob, who kept very odd hours, expected to own me 24 hours a day. With our two very young children this wasn't ideal, since he could drag me off to the other side of the country at 4pm and I'd never know when I'd be back – and there were no mobile phones at that time! His big thing was putting mileage on the car of the moment, which at that time, typically, was not a VW at all, but a Saab 96!

The £875 pricefighter from Wolfsburg...

SUPER BEETLE WITH THE POT BELLY LOOK

The magazine's original enthusiasm for the Super Beetle was short lived after a technical contributor sold his at just 3000 miles!

The Beetle that sparked a court case! The 1302S had a 'pregnant' front end and a 1600 cc engine

Bob was an expert at personality clashes (the rumour was that he had once been married for just a fortnight) and Volkswagen GB (as the importer was called at that time) had a PR chief who was the perfect foil.

After the launch of the 1600 Super Beetle, the magazine published a road test that was critical of the performance and some of the body changes. Our man at VW advised a dealer meeting that they should not stock 'the crackpot magazine'. Bob sued for libel, and that started a cold war during which he broke off relations.

Refusing to accept any kind of olive branch, he delegated press event invitations to one or two contributors and, even when Volkswagen's MD tried to restore some sense, he stonewalled.

The case went ahead, *Safer Motoring* winning when the defendants capitulated at the door of the court, but the damages Bob was anticipating were very nominal.

On the first morning of the hearing, Bob turned up at the office in a half-tidy jacket, a change from the usual torn, ink-stained norm. Our advertisement manager, Barbara, looked him up and down and said, "Mr Wyse, you can't go to court looking like that – there's egg all down your tie." The editor gave her a pitying look and responded, "That's not egg, Barbara."

Then, as he went out of the front door, he added, "It's haddock..."

In between dodging Bob's Angel Delight, Robin does a bit of timely rust prevention on Mrs W's 1500 Beetle

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